

DRILL HOLES

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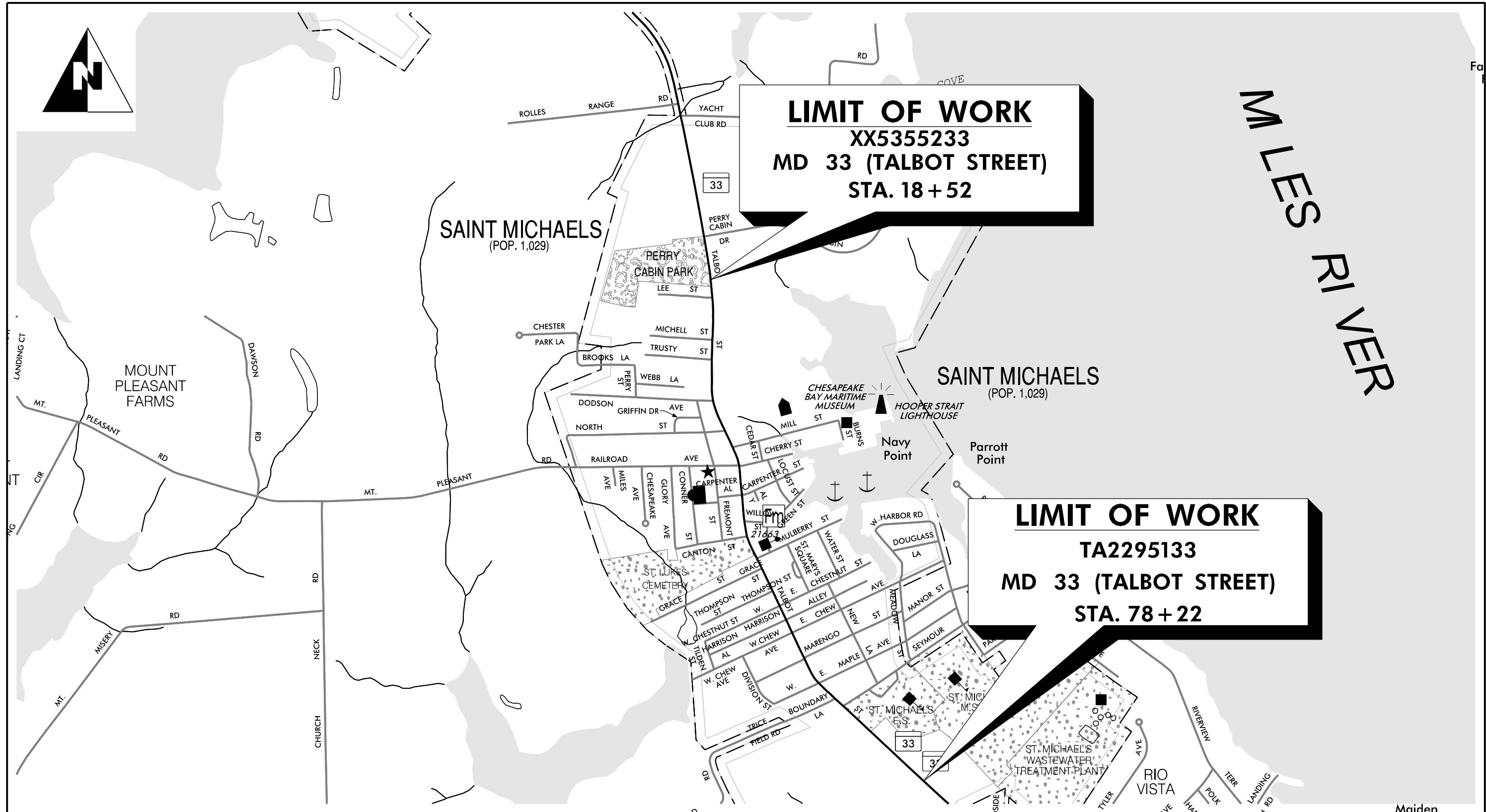
BY: eyanb

INDEX OF SHEETS  
SEE SHEET 2

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

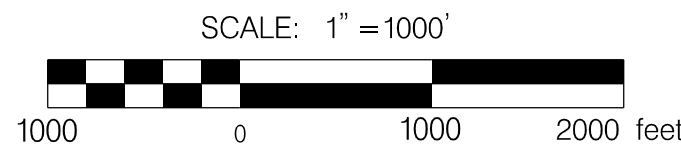
S.H.A. CONTRACT NO. – TA2295133  
FEDERAL AID PROJECT NO. –  
MD 33 (TALBOT STREET) – FROM 200’ NORTH OF LEE STREET  
TO 150’ SOUTH OF SPENCER DRIVE



TALBOT COUNTY, SAINT MICHAELS

HORIZONTAL DATUM	NAD 83 / 91
VERTICAL DATUM	NAD 88

LENGTH OF PROJECT:  
MD RTE. 33 = 1.131 MILES



REVISIONS  
NOTE: SEE SHEET NO. 2 FOR LIST OF  
REVISED SHEET NUMBERS

GEOMETRIC DESIGN CRITERIA

THIS PROJECT WAS DESIGNED IN ACCORDANCE WITH THE 2018 PUBLICATION OF AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS".

STANDARD SPECIFICATIONS BOOK, BOOK OF STANDARDS AND  
MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)

ALL WORK ON THIS PROJECT SHALL CONFORM TO: THE LATEST APPROVED MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION (MDOT SHA) "STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS" REVISIONS THEREOF OR ADDITIONS THERETO, AS INDICATED IN THE PROJECT DESCRIPTION OF THE INVITATION FOR BIDS BOOK; THE SPECIAL PROVISIONS INCLUDED IN THE INVITATION FOR BIDS BOOK; THE ADMINISTRATION'S "BOOK OF STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES" AND THE LATEST ADOPTED MUTCD.

RIGHT OF WAY

RIGHT OF WAY AND EASEMENT LINES SHOWN ON THESE PLANS ARE FOR ASSISTANCE IN INTERPRETING THE PLANS. THEY ARE NOT OFFICIAL. FOR OFFICIAL FEE RIGHT OF WAY AND EASEMENT INFORMATION, SEE APPROPRIATE RIGHT OF WAY PLATS.

UTILITIES

THE LOCATION OF UTILITIES SHOWN ON THE PLANS ARE FOR INFORMATION AND GUIDANCE ONLY. NO GUARANTEE IS MADE OF THE ACCURACY OF SAID LOCATIONS.

ADA COMPLIANCE

THE DESIGN OF THIS PROJECT HAS INCORPORATED FACILITIES TO ACCOMMODATE PERSONS WITH DISABILITIES IN COMPLIANCE WITH STATE AND FEDERAL REQUIREMENTS.

ENVIRONMENTAL INFORMATION

ALL STORMWATER MANAGEMENT FACILITIES CONSTRUCTED FOR THIS CONTRACT SHALL BE INSPECTED AND MAINTAINED IN ACCORDANCE WITH THE MDOT SHA BEST MANAGEMENT PRACTICES (BMP) INSPECTION AND REMEDIATION PROGRAM.

STANDARD STABILIZATION NOTE:

FOLLOWING INITIAL SOIL DISTURBANCE OR REDISTURBANCE, PERMANENT OR TEMPORARY STABILIZATION SHALL BE COMPLETED WITHIN THREE (3) CALENDAR DAYS AS TO THE SURFACE OF ALL PERIMETER CONTROLS, DIKES, SWALES, DITCHES, PERIMETER SLOPES, AND ALL SLOPES GREATER THAN 3 HORIZONTAL TO 1 VERTICAL (3:1), AND SEVEN DAYS (7) AS TO ALL OTHER DISTURBED OR GRADED AREAS ON THE PROJECT SITE.

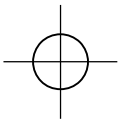
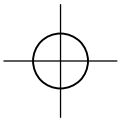
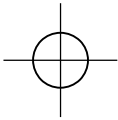
OWNERS / DEVELOPERS CERTIFICATION:

I / WE HEREBY CERTIFY THAT ANY CLEARING, GRADING, CONSTRUCTION AND /OR DEVELOPMENT WILL BE DONE PURSUANT TO THIS PLAN, AND THAT ANY RESPONSIBLE PERSONNEL INVOLVED IN THE CONSTRUCTION PROJECT WILL HAVE A CERTIFICATE OF ATTENDANCE AT A MARYLAND DEPARTMENT OF THE ENVIRONMENT (MDE) APPROVED TRAINING PROGRAM FOR THE CONTROL OF SEDIMENT AND EROSION BEFORE BEGINNING THE PROJECT. I HEREBY AUTHORIZE THE RIGHT OF ENTRY FOR PERIODIC ON-SITE EVALUATION BY MDE COMPLIANCE INSPECTORS.

EXISTING STRUCTURES PLANS

FOR THE CONVENIENCE AND INFORMATION OF BIDDERS, PRINTS OF PLANS OF EXISTING PERTINENT STRUCTURE(S) ARE INCLUDED WITH THIS CONTRACT. NO RESPONSIBILITY FOR THEIR ACCURACY OR COMPLETENESS IS ASSUMED BY THE MDOT SHA. DIMENSIONS, DETAILS, ETC., AS SHOWN THEREON MAY NOT BE AS BUILT.

STORMWATER AND SEDIMENT CONTROL FINAL APPROVAL	MODIFICATIONS
APPROVED _____ DATE _____ DIVISION CHIEF, PLAN REVIEW DIVISION PRD NO.: 17-PR-0056-04 EXPIRATION DATE: _____	
APPROVED _____ DATE _____ DIVISION CHIEF, INNOVATIVE CONTRACTING DIVISION	
APPROVED _____ DATE _____ DIRECTOR, OFFICE OF HIGHWAY DEVELOPMENT	
APPROVED _____ DATE _____ DEPUTY ADMINISTRATOR/CHIEF ENGINEER FOR PLANNING, ENGINEERING, REAL ESTATE AND ENVIRONMENT	



BY: eyanb -

INDEX OF SHEETS

SHEET NO.	DWG. NO.	
1	–	TITLE SHEET
2	GI-01	INDEX OF SHEETS AND GENERAL NOTES
3–4	DE-01 TO DE-02	DETAIL SHEETS
5–11	SD-01 TO SD-07	SIDEWALK DETAIL SHEETS
12–25	PS-01 TO PS-14	ROADWAY PLAN SHEETS
26	ES-01	EROSIONS AND SEDIMENT CONTROL NOTES

MAINTENACE OF TRAFFIC NOTES:

- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE SHA STANDARD NUMBERS MD 104.00–01 THRU 106.03.
- NO WORK IS TO BEGIN UNTIL TEMPORARY TRAFFIC CONTROL DEVICES INCLUDING, BUT NOT LIMITED TO, ADVANCED WARNING SIGNS, DRUMS, ARROW PANELS, ETC., ARE IN PLACE AND OPERATIONAL.
- ADVANCED NOTIFICATION OF SIDEWALK CLOSURES SHALL BE PROVIDED. A BARRIER THAT IS DETECTABLE BY A PERSON WITH A VISUAL DISABILITY SHALL BE PLACED ACROSS THE FULL WIDTH OF THE SIDEWALK.
- WHERE PEDESTRAINS ARE DIRECTED TO CROSS TO THE OPPOSITE SIDE OF THE ROADWAY, APPROPRIATE ADVANCED SIGNING SHOULD BE PLACED AT THE INTERSECTIONS RATHER THAN MID-BLOCK CROSSINGS.
- TRAFFIC CONTROL DEVICES AND OTHER CONSTRUCTION MATERIALS AND FEATURES SHALL NOT INTRUDE INTO THE USABLE WIDTH OF THE SIDEWALK, TEMPORARY PATHWAY OR OTHER PEDESTRAIN FACILITY.
- PROVIDE ACCESS TO ALL ENTRANCES AND COORDINATE DRIVEWAY ACCESS WITH ADJACENT PROPERTY OWNERS.

GENERAL NOTES

- BASELINE SHOWN FOR ILLUSTRATIVE PURPOSES
- DIMENSIONS AND STATIONS ARE APPROXIMATE
- ALL SIDEWALK AND RAMPS SHALL BE 60” WIDE, TAPER SIDEWALK TO EXISTING IN ACCORDANCE TO STD. NO. MD 655.02 UNLESS NOTED OTHERWISE. SIDEWALK CROSS SLOPE SHALL BE 2% WHERE THE SIDEWALK TRANSITIONS TO EXISTING, THE CROSS SLOPE SHALL TRANSITION TO EXISTING OVER 5’
- ALL TRANSITION PANELS SHALL BE TO THE NEAREST SIDEWALK JOINT (5’ MIN.)
- THE CONTRACTOR MAY ADJUST THE CROSS SLOPE OF THE SIDEWALK TO MAINTAIN THE POSITIVE SHEET FLOW USING A 2% MAXIMUM SIDEWALK SLOPE
- MATCH EXISTING ELEVATIONS AT THE EDGE OF PROPOSED SIDEWALK, SIDEWALK RAMPS AND CURB AND GUTTER. MAXIMUM VERTICAL ELEVATION BETWEEN ADJUCENT SURFACES NOT TO EXCEED 1/4”
- SIDEWALK RECONSTRUCTION LIMITS SHALL COINCIDE WITH CRACK CONTROL JOINTS (JOINTER GROOVES) OR EXPANSION JOINTS IN EXISTING SIDEWALK. NEW EXPANSION JOINTS SHALL BE PROVIDED AT THE INTERFACE OF EXISTING AND PROPOSED SIDEWALK. SEE SHA STANDARD MD–655.01.
- FORM NEW SIDEWALK AND EXPANSION JOINT MATERIAL AROUND EXISTING UTILITY POLES MANHOLE COVERS, VALVE COVERS AND FIRE HYDRANTS AS NECESSARY.
- INSTALL DETECTABLE WARNING SURFACE ON SIDEWALK RAMPS AS PER SHA STANDARD MD–655.40.
- ALL DRIVEWAY ENTRANCES THAT HAVE CURB RETURNS MUST CARRY A MINIMUM 36” WIDE PEDESTRAIN PATHWAY WITH A MAXIMUM 2% CROSS-SLOPE ACROSS THE ENTIRE ENTRANCE REGARDLESS OF WHAT MATERIAL IS USED TO CONSTRUCT THE ENTRANCE.
- ALL DISTURBED AREAS BEYOND 2’ FROM THE EDGE OF SIDEWALK /RAMP SHALL RECIEVE 4” TOPSOIL AND SOD.
- RESET ANY SIGNS DISTURBED BY THE CONSTRUCTION AS DIRECTED BY THE ENGINEER
- ADJUST EXISTING UTILITIES AS REQUIRED FOR SIDEWALK AND RAMP REPLACEMENT.
- THE COONTRACTOR SHALL REPLACE EXISTING DAMAGED CURB WHICH IS ADJACENT TO LOCATIONS WHERE CURB RAMPS ARE BEING RECONSTRUCTED OR INSTALLED.
- EXISTING CURB HEIGHTS PROVIDED ON THE PLANS SHALL BE VERIFIED BY THE CONTRACTOR. RAMP AND DRIVEWAY TRANSTION LENGTHS SHALL BE VERIFIED IN THE FIELD ACCORDING TO SHA STANDARDS MD–630.01, MD–630.02, MD–655.11, MD–655.12 AND MD–655.13.
- ALL CURB REPLACEMENTS TERMINI ADJACENT TO PARKING LOT DRIVEWAY ENTRANCES SHALL BE CONSTRUCTED NOSE DOWN TO MATCH EXISTING GRADE OR AS DIRECTED BY THE ENGINEER.
- EXISTING INLETS SHALL NOT BE DAMAGED DURING CONSTRUCTION, CONTRACTOR SHALL REPLACE INLETS DAMAGED BY HIS ACTIVITES AT NO ADDITIONAL COST TO THE ADMINISTRATION.
- EXISTING TREES, SHRUBS AND THEIR RESPECTIVE ROOT SYSTEMS SHALL NOT BE DISTURBED DURING CONSTRUCTION UNLESS OTHERWISE NOTED.
- PAVEMENT MARKINGS SHOWN ARE EXISTING UNLESS OTHERWISE NOTED.
- NO DISTURBED AREA SHALL BE LEFT UNSTABILIZED OVERNIGHT
- SEDIMENT AND EROSION CONTROL REGULATIONS WILL BE STRICTLY ENFORCED DURING CONSTRUCTION



INNOVATIVE CONTRACTING DIVISION  
REPLACEMENT AND REPAIR OF  
SIDEWALKS IN DISTRICT 2 AREA WIDE  
MD 33 (TALBOT STREET) 200’ NORTH  
OF LEE STREET TO  
150’ SOUTH OF SPENCER DRIVE

INDEX OF SHEETS AND GENERAL NOTES

SCALE N.T.S. DATE MARCH 2020 CONTRACT NO. IA2295133

DESIGNED BY	AJO	COUNTY	TALBOT COUNTY
DRAWN BY	PNK	LOGMILE	12.852 TO 13.983
CHECKED BY	RJM	HORIZONTAL SCALE	N/A
MDE/PRD	17-PR-0056-04	VERTICAL SCALE	N/A

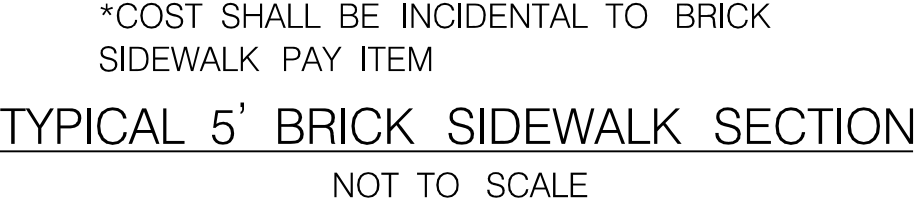
DRAWING NO.	GI-01	OF	GI-01	SHEET NO.	2	OF	26
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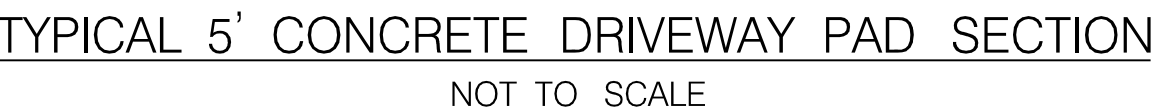
## NOTES

1. INSTALL NEW SIGNS AS DIRECTED BY THE ENGINEER.
2. SIGNS SHALL BE INSTALLED A MINIMUM OF 18 INCHES FROM FACE OF CURB TO FACE OF SIGN.



- GENERAL NOTES:

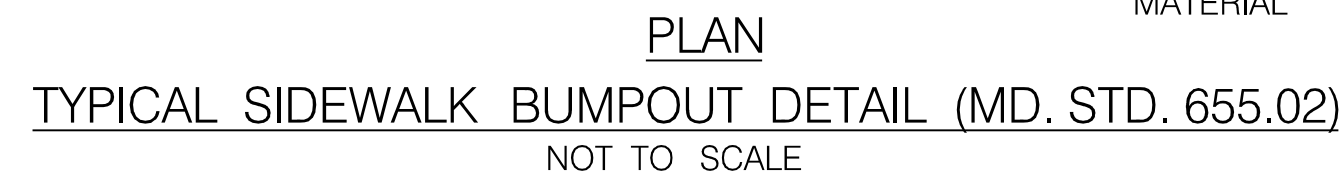
1. BRICKS SHALL NOT EXCEED 1/6 INCH UNIT-TO-UNIT OFFSET FROM FLUSH (LIPPAGE). DO NOT EXCEED 1/6 INCH SPACE BETWEEN PAVERS.
2. A PUTTY KNIFE SHALL NOT BE ABLE TO PENETRATE INTO JOINT MORE THAN 1/8 OF AN INCH
3. BRICK JOINT FILLER SHALL BE ONE PART PORTLAND CEMENT CONCRETE TO THREE PARTS SAND. REFER TO THE SPECIFICATIONS FOR MORE INFORMATION.
4. BRICK PATTERN SHALL MATCH EXISTING



24 + 94, 23' RT	60 + 34, 18' RT
26 + 78, 22' RT	68 + 75, 25' RT
34 + 36, 22' RT	69 + 34, 26' RT
36 + 70, 19' RT	69 + 50, 26' RT
37 + 80, 19' RT	74 + 05, 23' LT
38 + 69, 37' RT	74 + 45, 25' LT
52 + 27, 24' RT	74 + 94, 22' LT
52 + 48, 24' RT	75 + 17, 25' LT
53 + 90, 29' RT	75 + 65, 22' LT
60 + 06, 20' RT	75 + 80, 23' LT

R / W PLAT NUMBER	REVISIONS	<div>DETAIL SHEET</div>			
		SCALE <u>NA</u> DATE <u>MARCH 2020</u> CONTRACT NO. <u>TA2295133</u>			
		DESIGNED BY <u>AUO</u>		COUNTY <u>TALBOT COUNTY</u>	
		DRAWN BY <u>PNK</u>		LOGMILE <u>12.852</u> TO <u>13.983</u>	
		CHECKED BY <u>RJM</u>		HORIZONTAL SCALE <u>N/A</u>	
		MDE/PRD <u>17-PR-0056-04</u>		VERTICAL SCALE <u>N/A</u>	
		DRAWING NO.                      DE-01    OF    DE-02		SHEET NO.    3    OF    26	



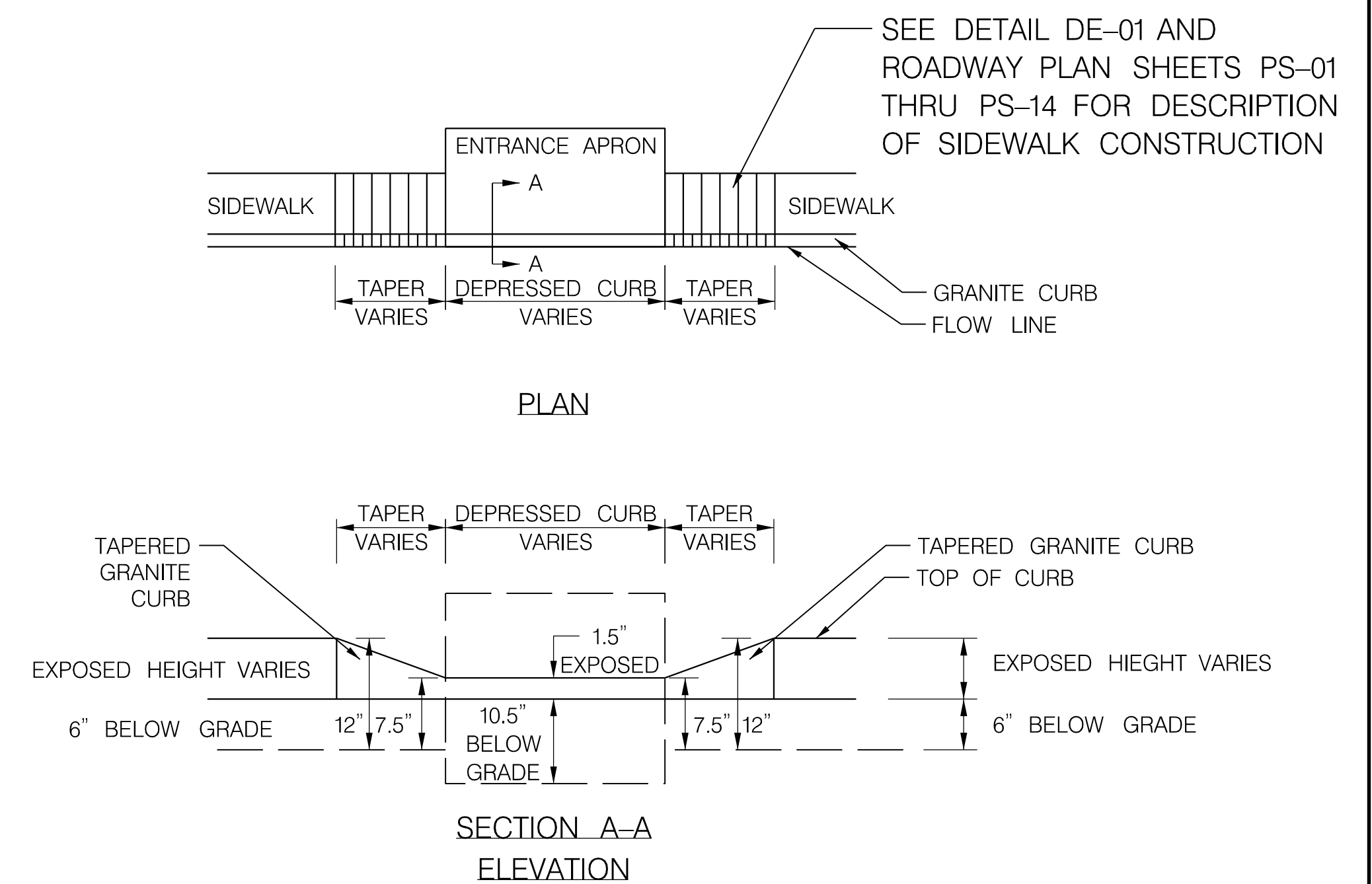


- ALL AFFECTED MAILBOXES TO BE RESET BEHIND PROPOSED CURB AND GUTTER.
- THE CONTRACTOR SHALL COORDINATE WITH POST MASTER AND PROPERTY OWNERS FOR RELOCATION AREAS.
- MAILBOXES CAN BE ROTATED 90 DEGREES.
- MAILBOXES RELOCATIONS AND INSTALLATIONS ARE INCIDENTAL TO THE CLEARING AND GRUBBING ITEM.

## MAILBOX PLACEMENT DETAIL


NOT TO SCALE

STA. 20 + 51, 16' RT  
STA. 22 + 04, 18' RT  
STA. 23 + 84, 24' RT  
STA. 24 + 49, 23' RT  
STA. 68 + 77, 29' RT  
STA. 72 + 54, 26' LT  
STA. 74 + 51, 18' LT  
STA. 75 + 19, 18' LT

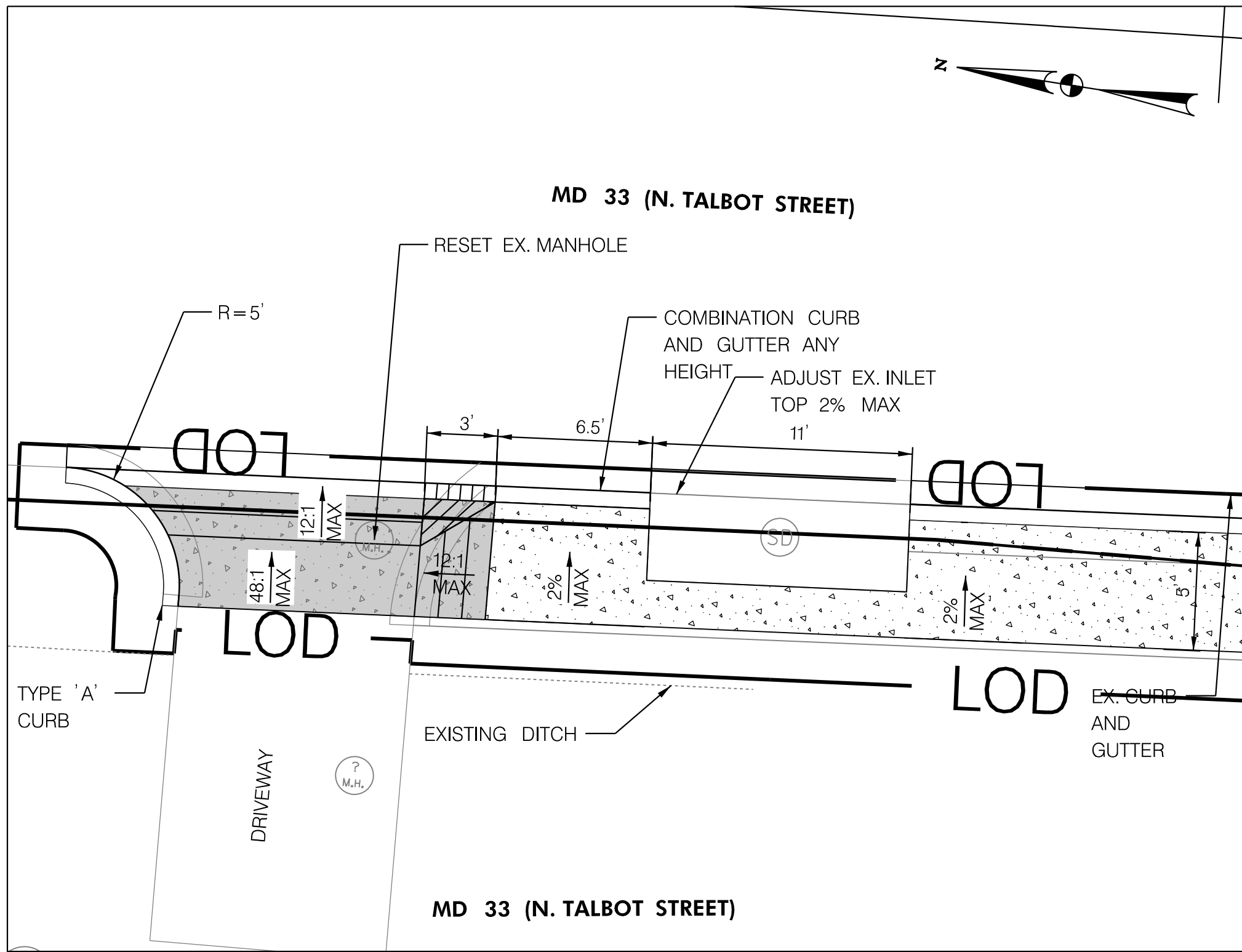


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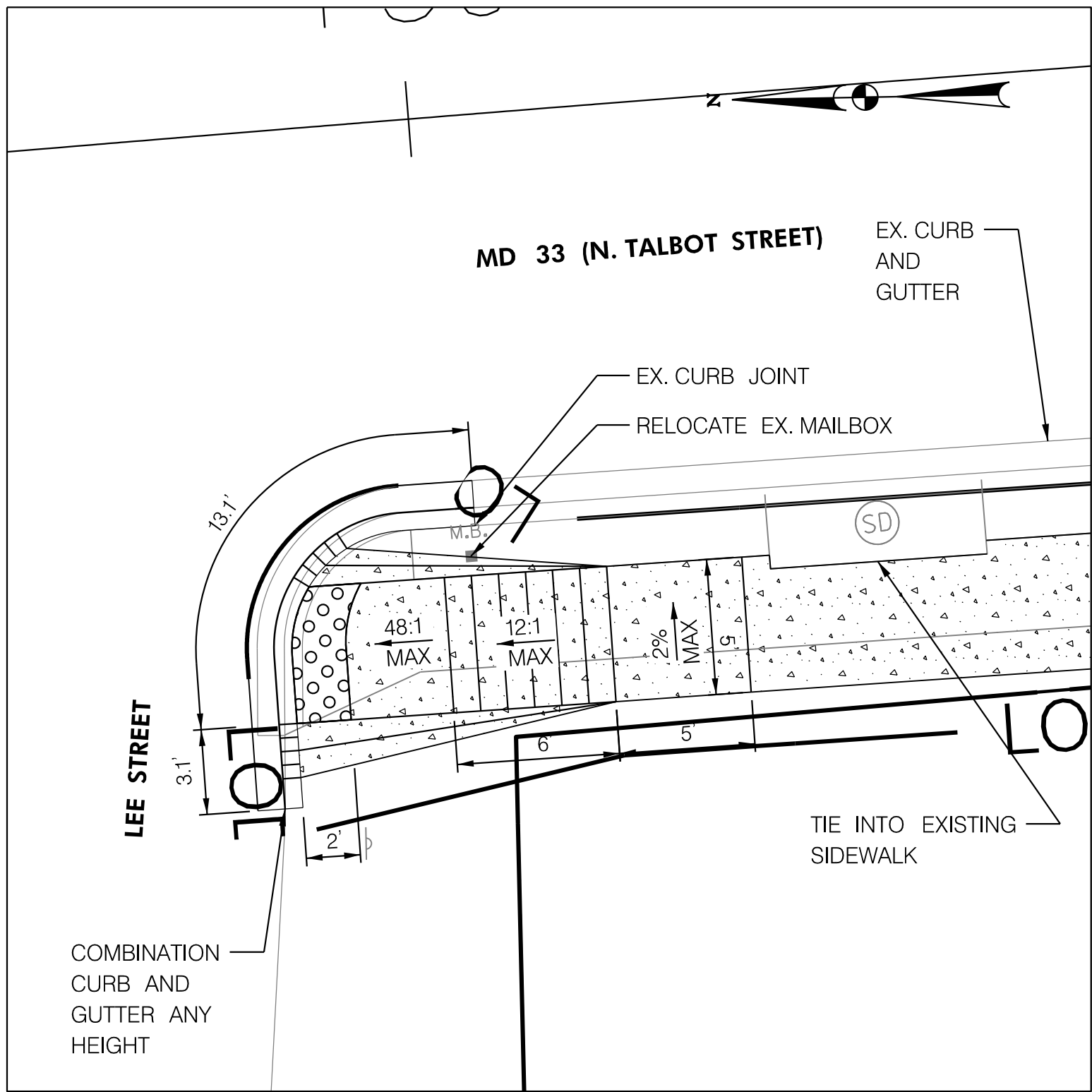
1. INSTALLATION OF NEW GRANITE/ADJUST OR REPLACE EXISTING GRANITE CURB SHALL FOLLOW GRANITE CURB DETAIL PROVIDED ON THIS SHEET
2. ALL WORK RELATED TO THE INSTALLATION OF NEW GRANITE/ADJUST OR REPLACE EXISTING GRANITE CURB INCLUDING EXCAVATION, DISPOSAL AND ALL OTHER INCIDENTAL ITEMS TO COMPLETE WORK WILL BE PAID UNDER PAY ITEM GRANITE CURB OR ADJUST OR REPLACE GRANITE CURB

			INNOVATIVE CONTRACTING DIVISION  REPLACEMENT AND REPAIR OF SIDEWALKS IN DISTRICT 2 AREA WIDE	
	STATE HIGHWAY ADMINISTRATION		MD 33 (TALBOT STREET) 200' NORTH OF LEE STREET TO 150' SOUTH OF SPENCER DRIVE	
REVISIONS	<b>DETAIL SHEET</b>			
	SCALE <u>NA</u>		DATE <u>MARCH 2020</u> CONTRACT NO. <u>TA2295133</u>	
	DESIGNED BY <u>AJO</u>		COUNTY <u>TALBOT COUNTY</u>	
	DRAWN BY <u>PNK</u>		LOGMILE <u>12.852 TO 13.983</u>	
	CHECKED BY <u>RJM</u>		HORIZONTAL SCALE <u>N/A</u>	
	MDE/PRD <u>17-PR-0056-04</u>		VERTICAL SCALE <u>N/A</u>	
DRAWING NO.		DE-02 OF DE-02		SHEET NO. 4 OF 26

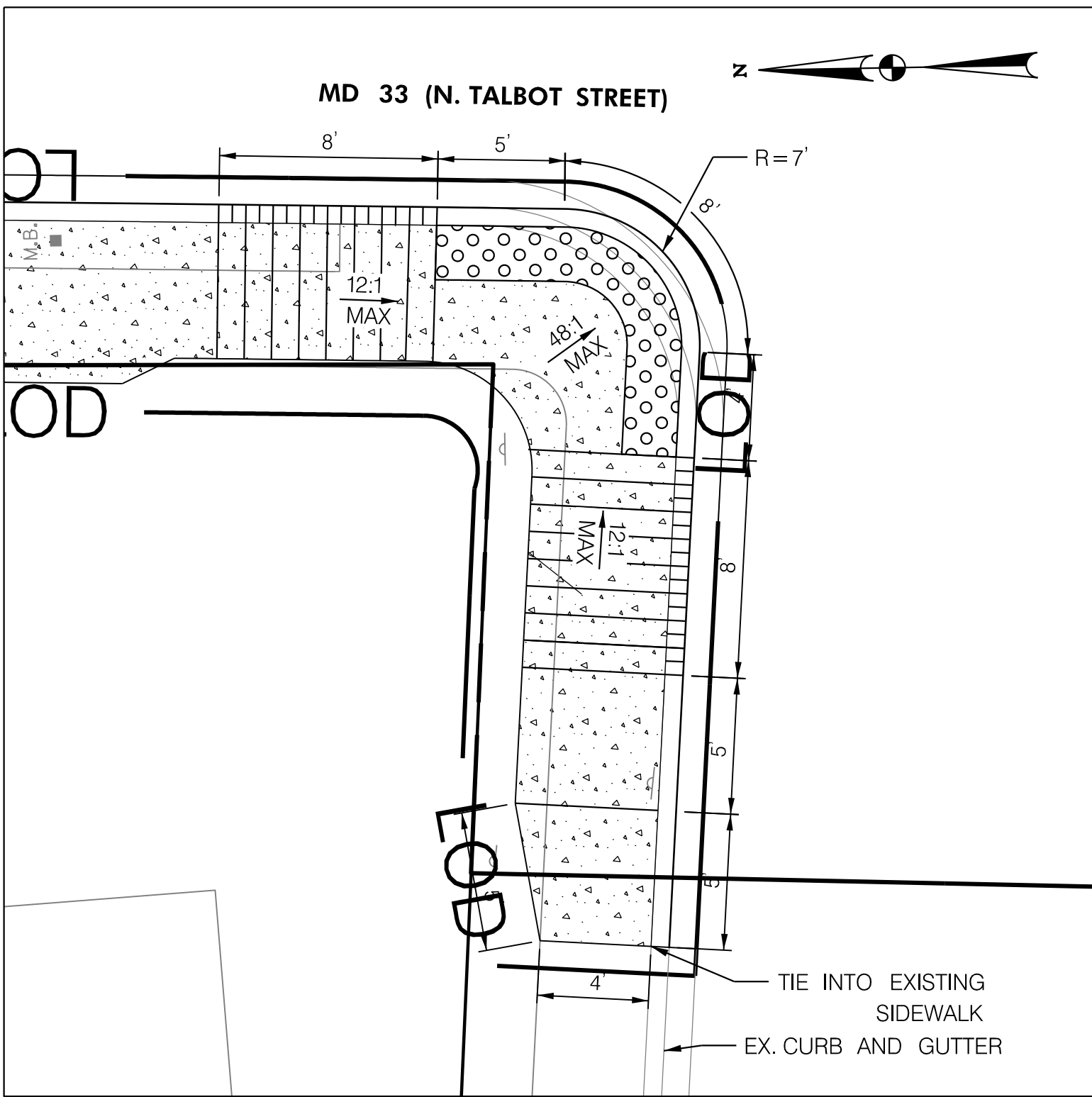




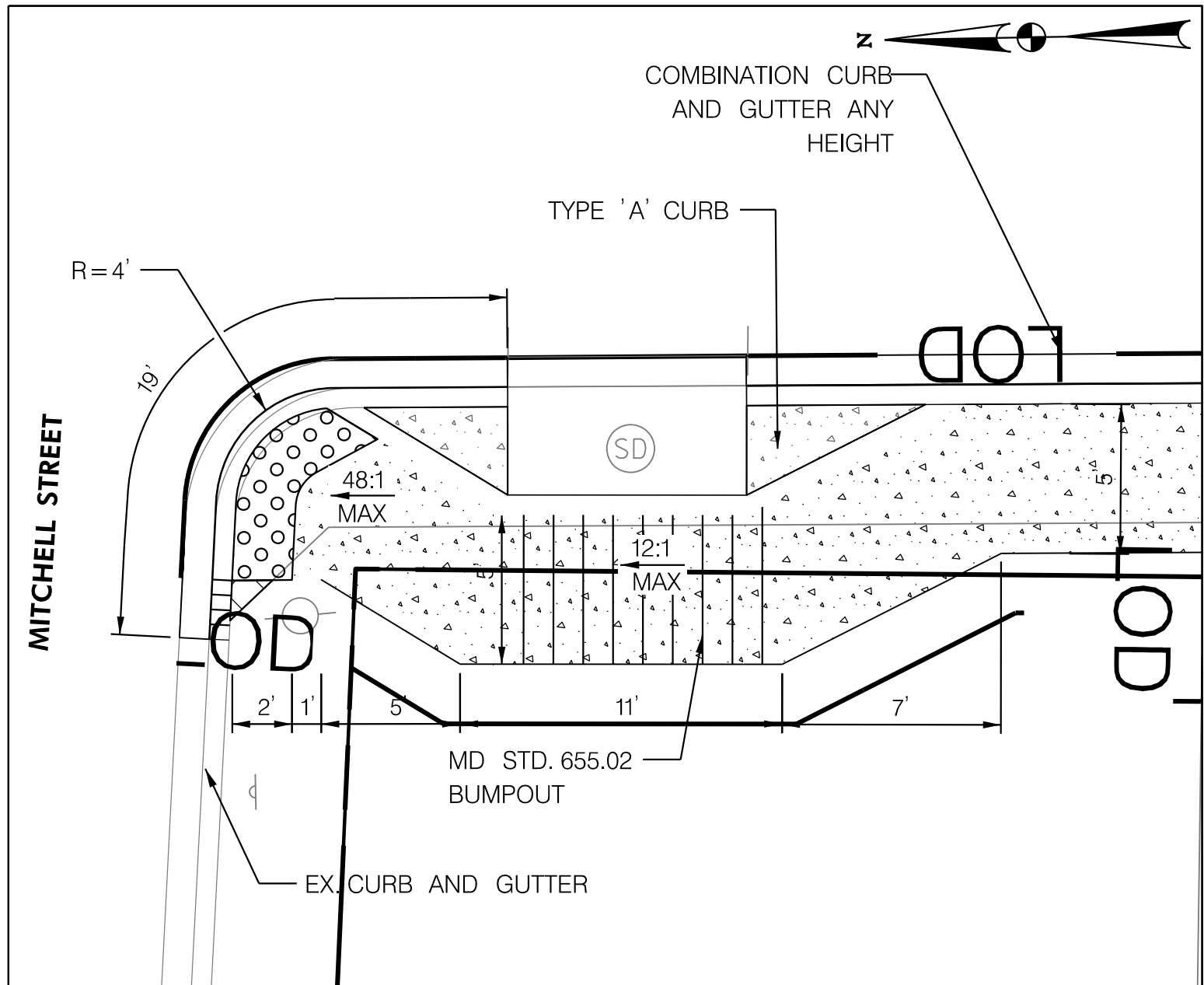
STA 18+70 RT. SIDEWALK RAMP DETAIL  
NOT TO SCALE



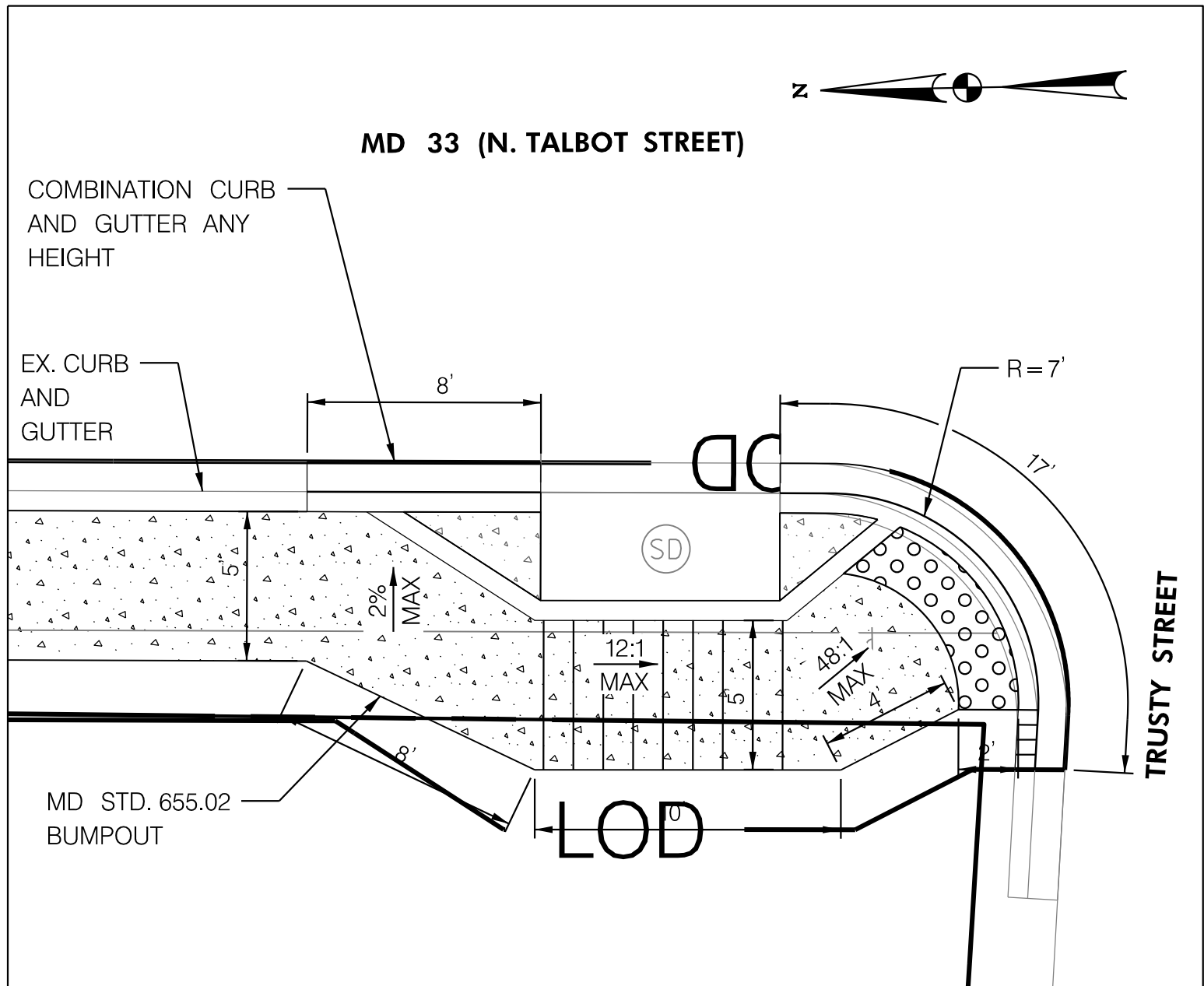
STA 20+47 RT. SIDEWALK RAMP DETAIL  
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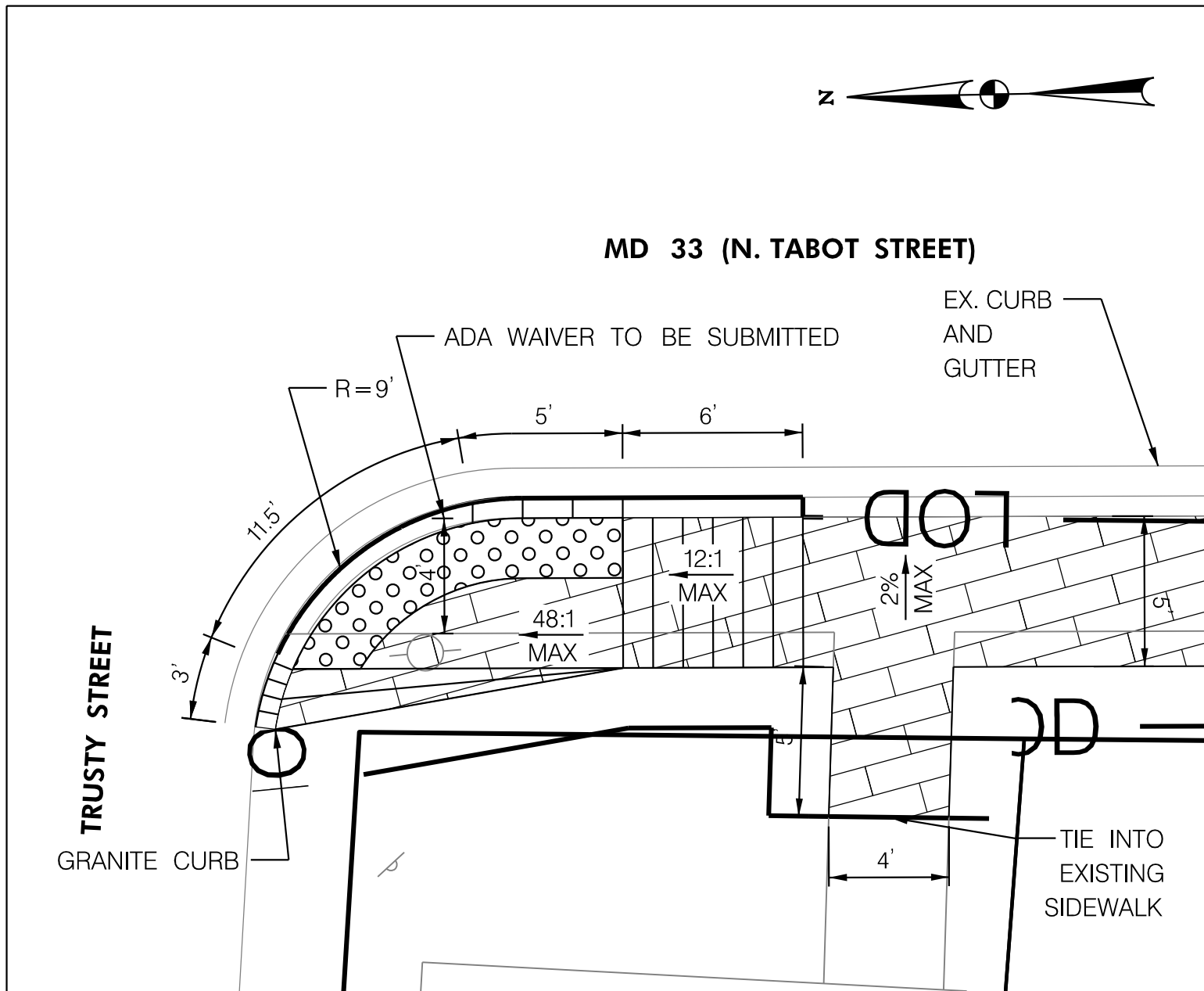
STA 24+63 RT. SIDEWALK RAMP DETAIL  
NOT TO SCALE



STA 24+94 RT. SIDEWALK RAMP DETAIL  
NOT TO SCALE



STA 26+56 RT. SIDEWALK RAMP DETAIL  
NOT TO SCALE



STA 26+92 RT. SIDEWALK RAMP DETAIL  
NOT TO SCALE

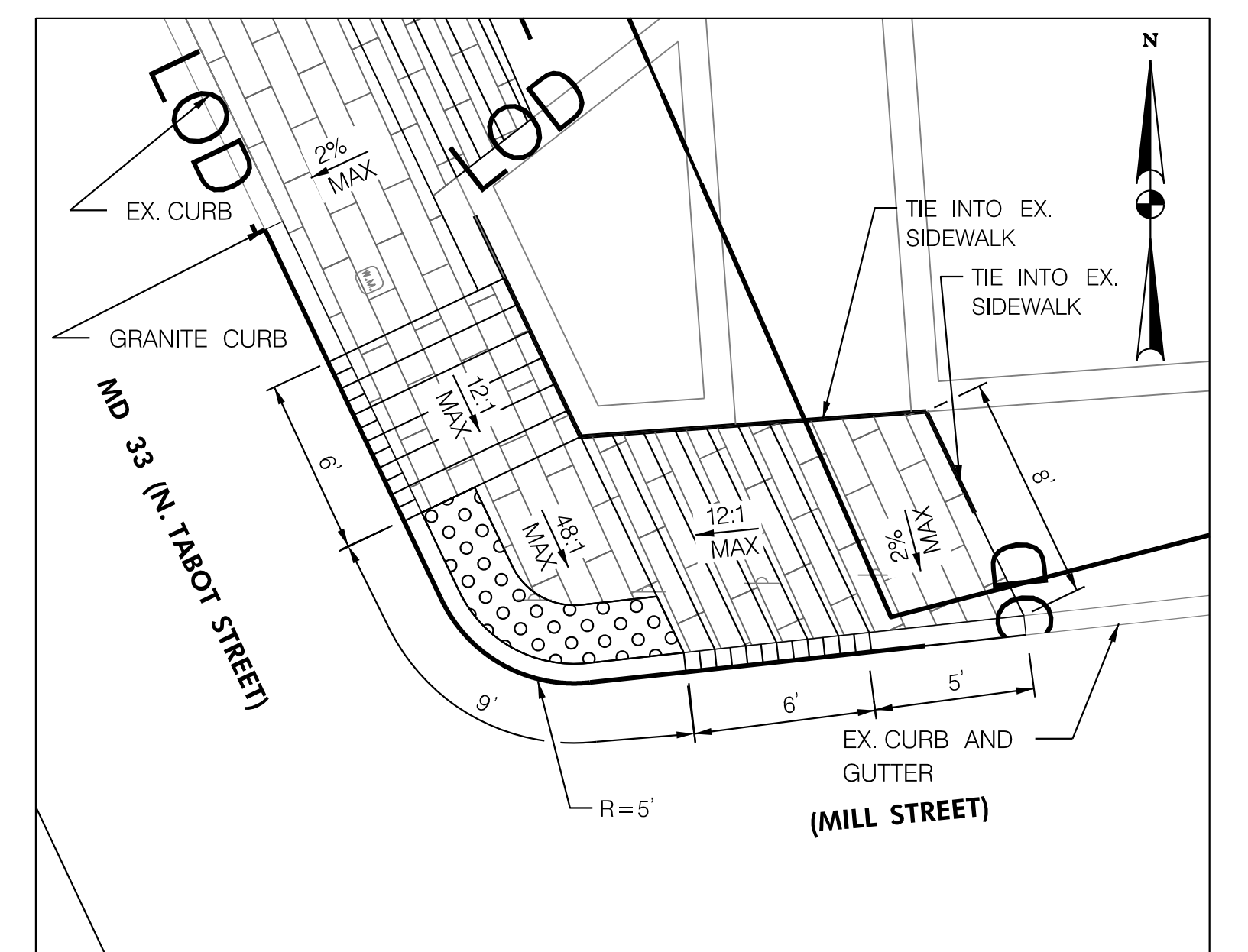
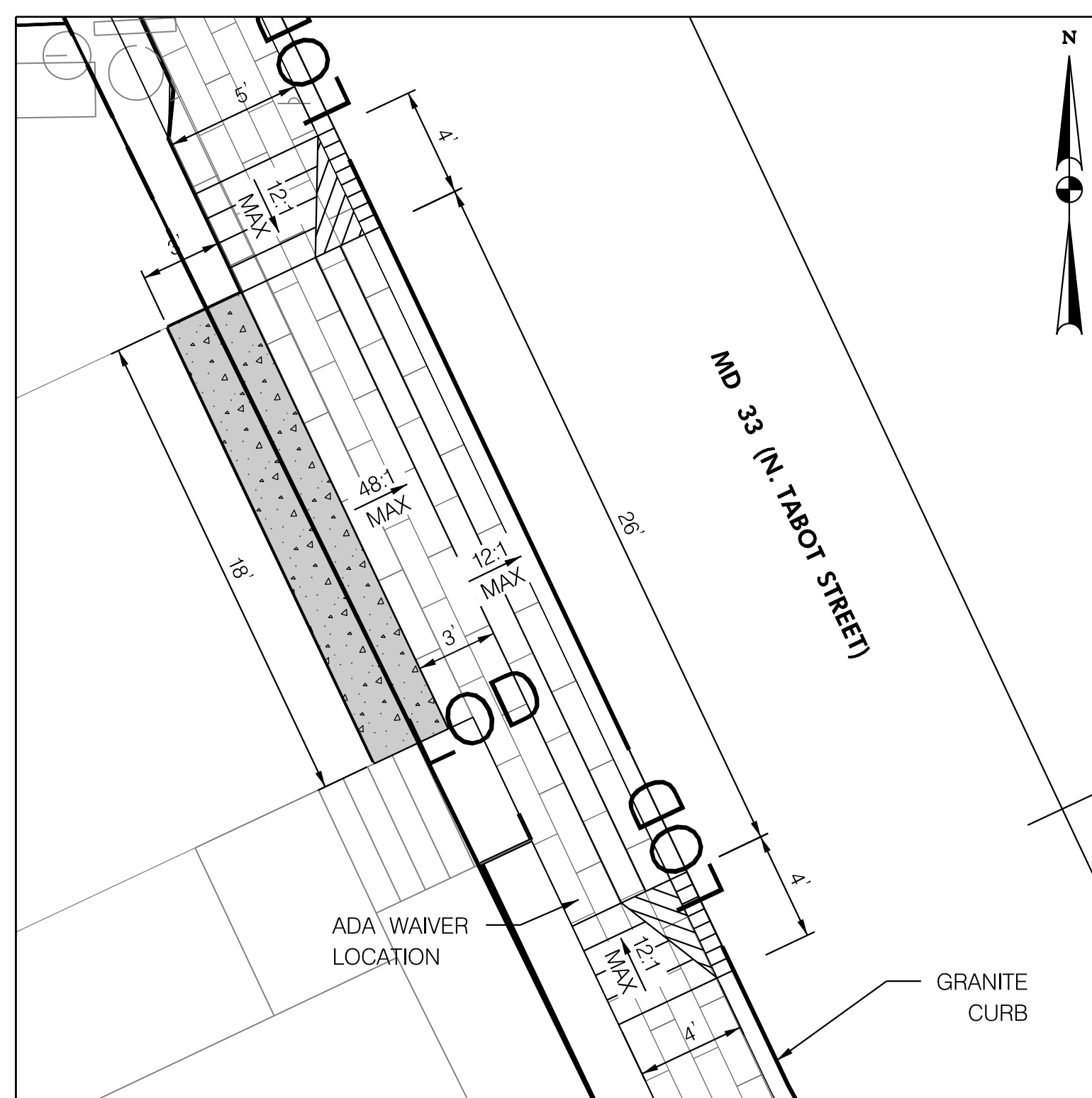
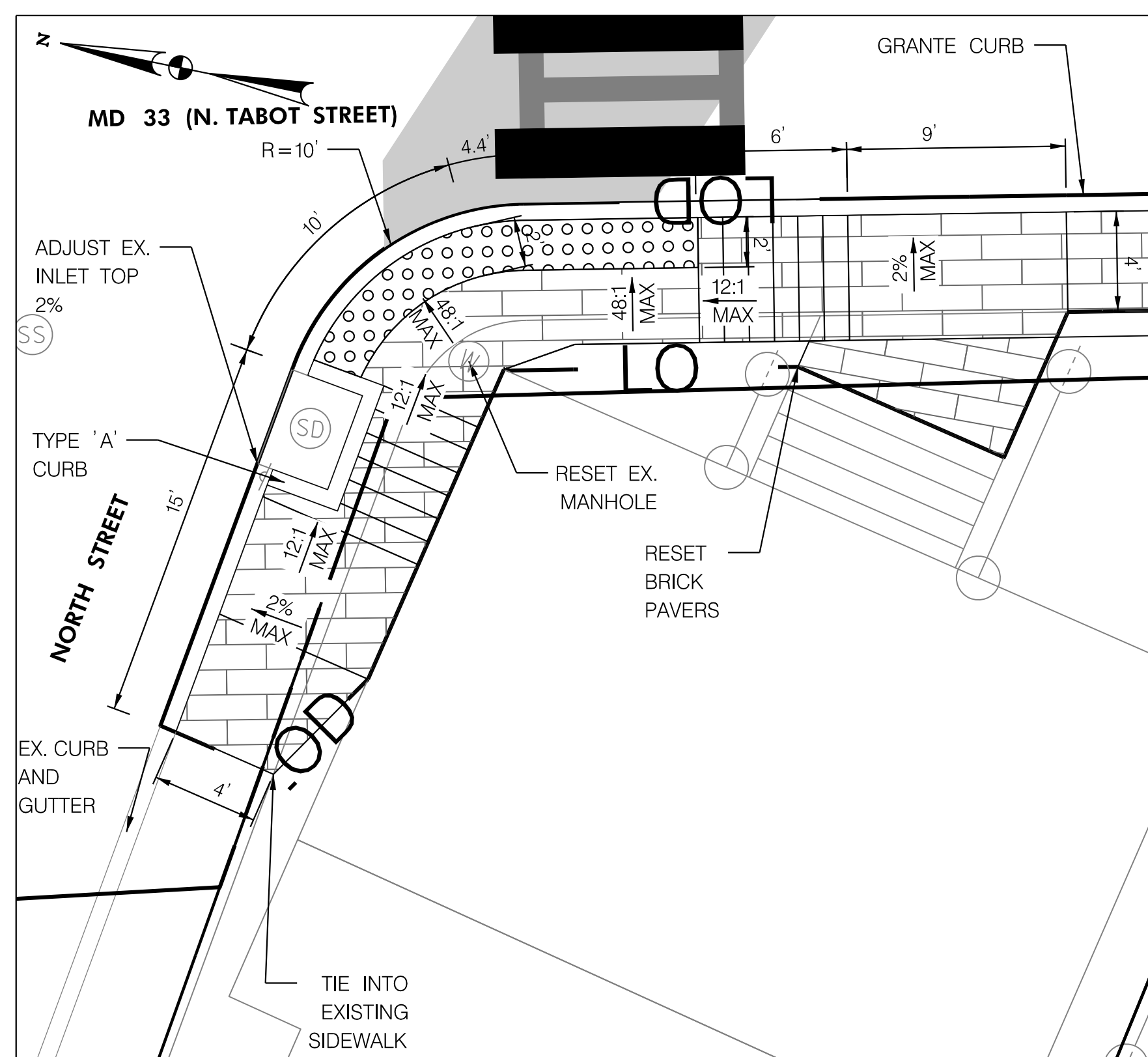
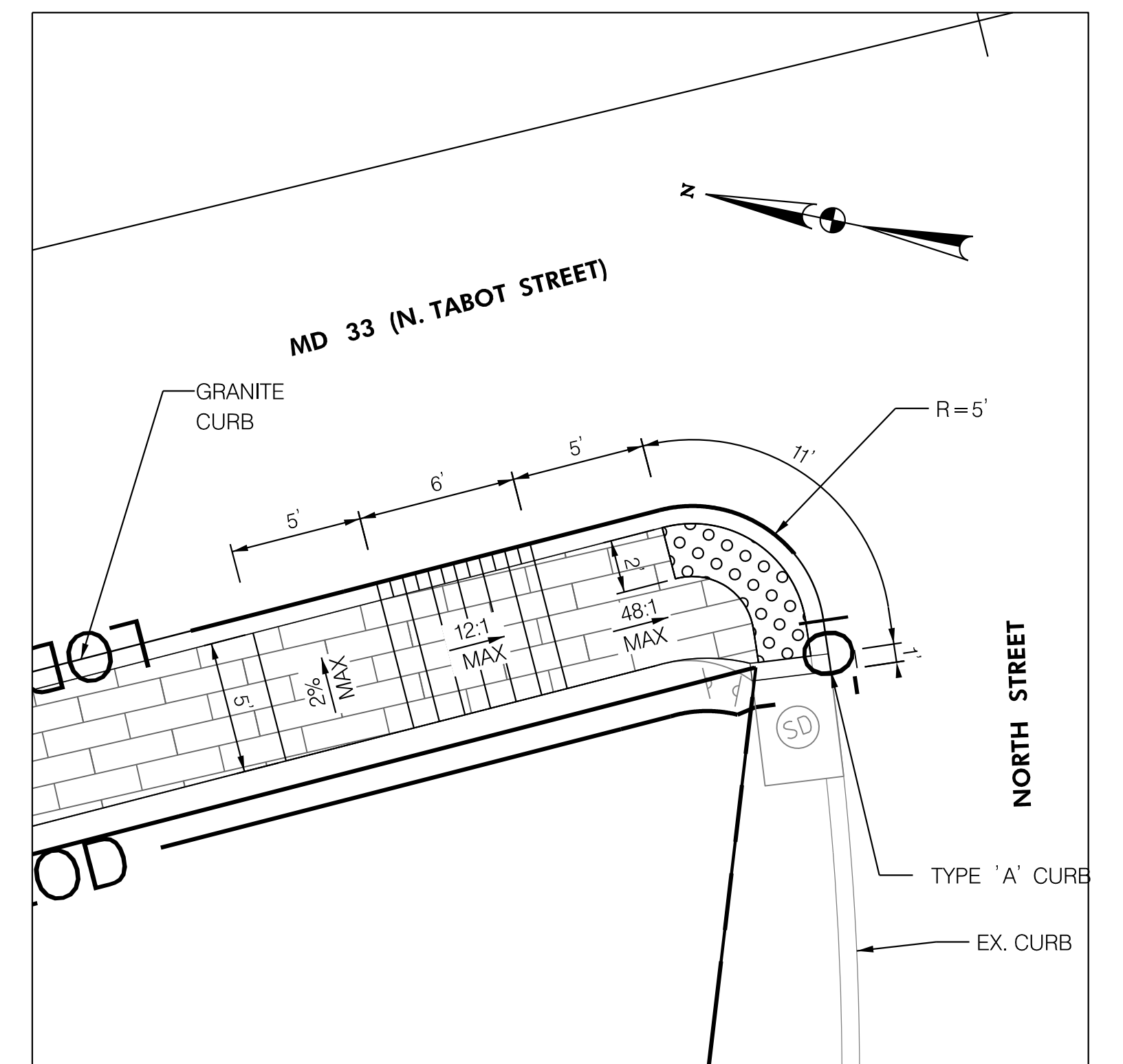
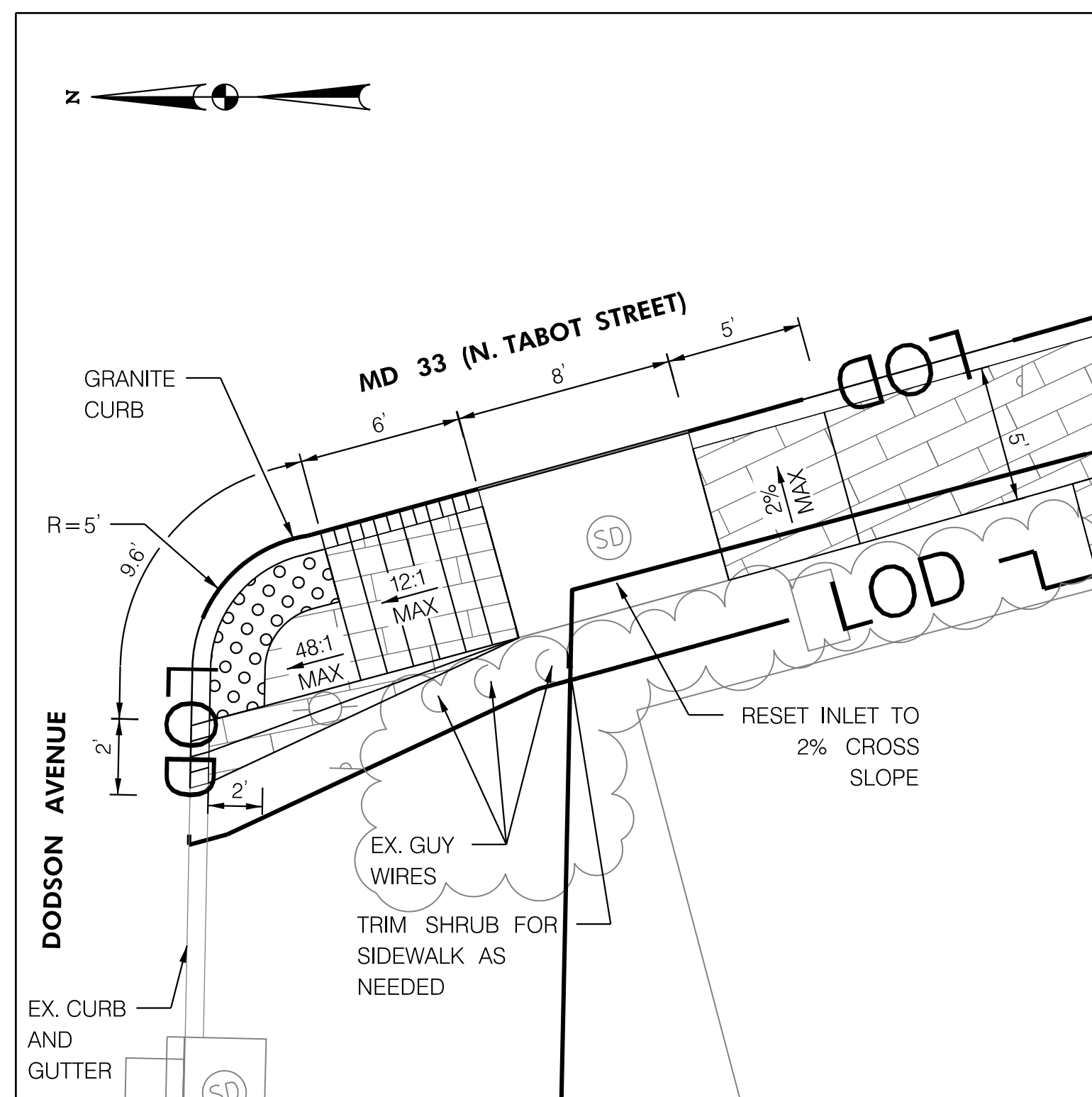
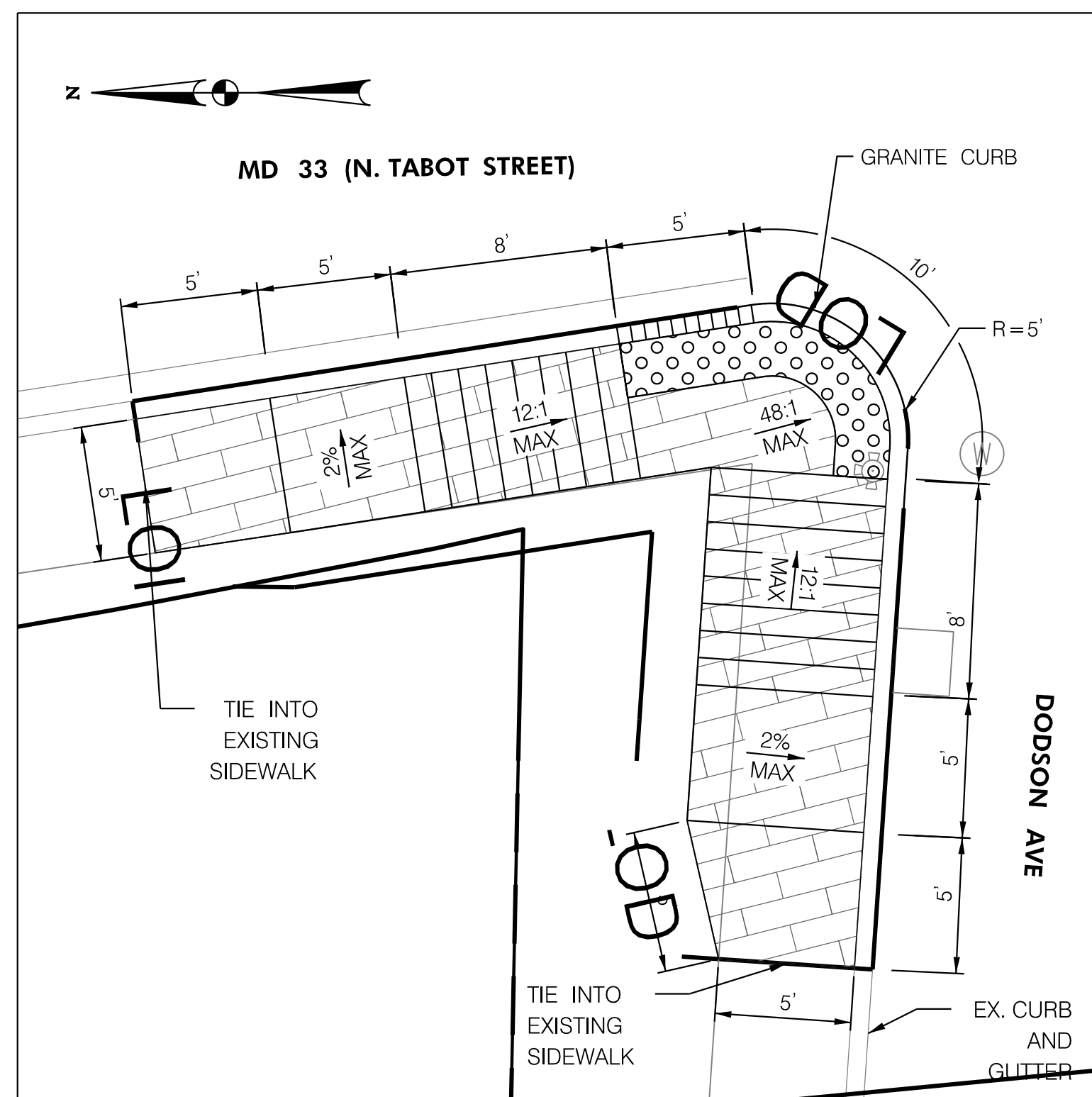
NOTE TO CONTRACTOR:





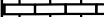





- ALL DISTURBED AREAS SHALL BE TEMPORARILY STABILIZED AT THE END OF EACH WORK DAY WITH TYPE 'E' SOIL STABILIZATION MATTING IN PERVIOUS AREAS OR GRADED AGGREGATE BASE COURSE IN IMPERVIOUS AREAS.
- NO DISTURBED AREA SHALL BE LEFT UNSTABILIZED OVERNIGHT UNLESS THE RUNOFF IS DIRECTED TO AN MDE APPROVED SEDIMENT CONTROL DEVICE.
- SEE GENERAL NOTES ON SHEET DE-01 FOR ADDITIONAL CONSTRUCTION NOTES FOR CURB RAMPS, SIDEWALKS, AND MEDIANS.
- ALL TRANSITION SIDEWALK PANELS MUST BE CONSTRUCTED 5' MINIMUM OR TO THE NEXT EXISTING JOINT OR AS DIRECTED BY THE ENGINEER.

PAVEMENT LEGEND			
	BRICK SIDEWALK		CONCRETE SIDEWALK
	STAMPED CONCRETE		CONCRETE DRIVEWAY ENTRANCE
	SIDEWALK REMOVAL		DRIVEWAY TIE-IN
	SIDEWALK RAMP		LOD - LIMIT OF DISTURBANCE
	DETECTABLE WARNING SURFACE		CBCA - CHESAPEAKE BAY CRITICAL AREA

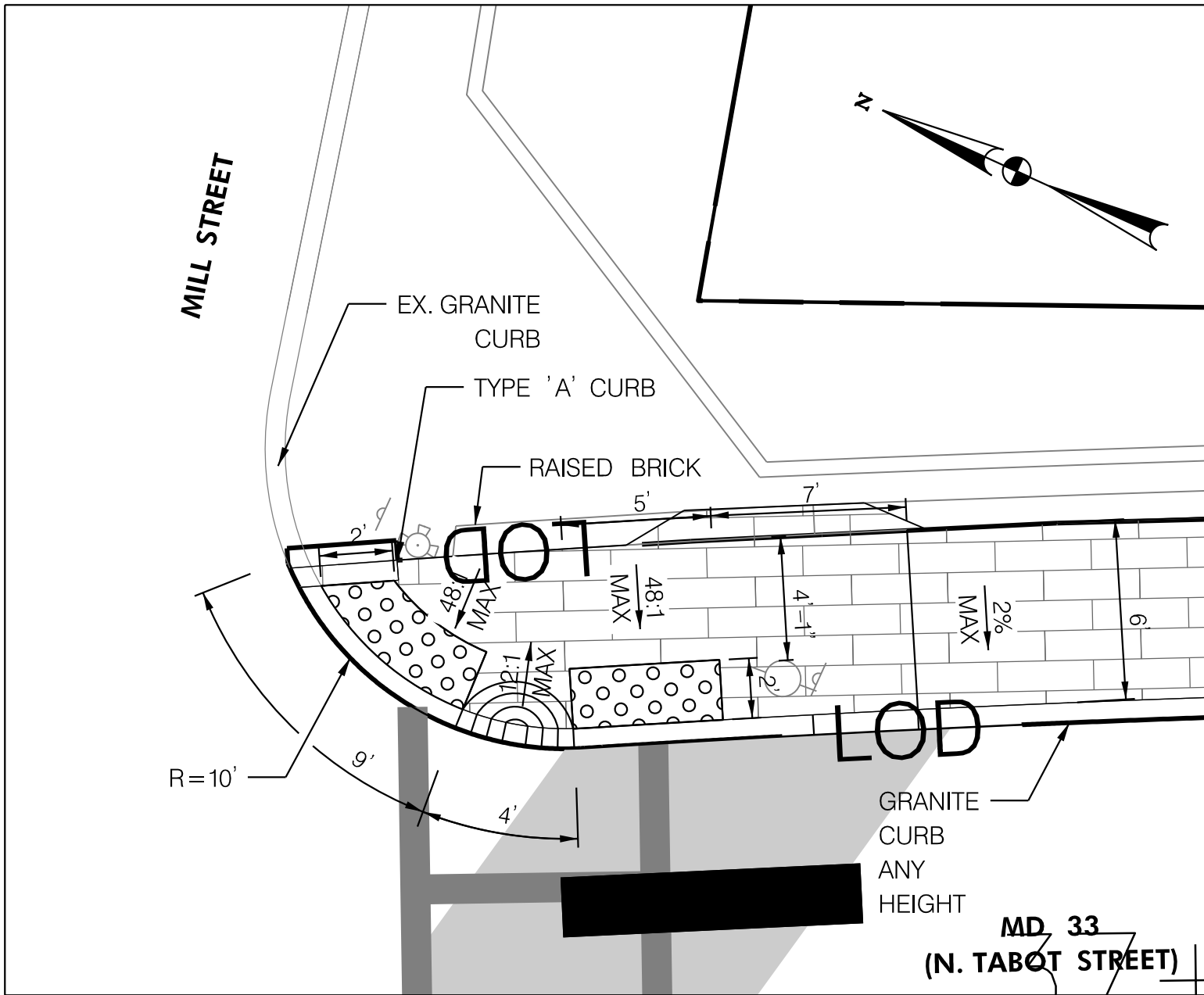
R / W PLAT NUMBER	REVISIONS	SIDEWALK DETAIL SHEET	
		SCALE AS SHOWN	DATE: MARCH 2020 CONTRACT NO. TA2295133
		DESIGNED BY: AUO	COUNTY: TALBOT COUNTY
		DRAWN BY: PNK	LOGMILE: 12.852 TO 13.983
		CHECKED BY: RJM	HORIZONTAL SCALE: N/A
		MDE/PRD: 17-PR-0056-04	VERTICAL SCALE: N/A
		DRAWING NO. SD-01 OF SD-07	SHEET NO. 5 OF 26



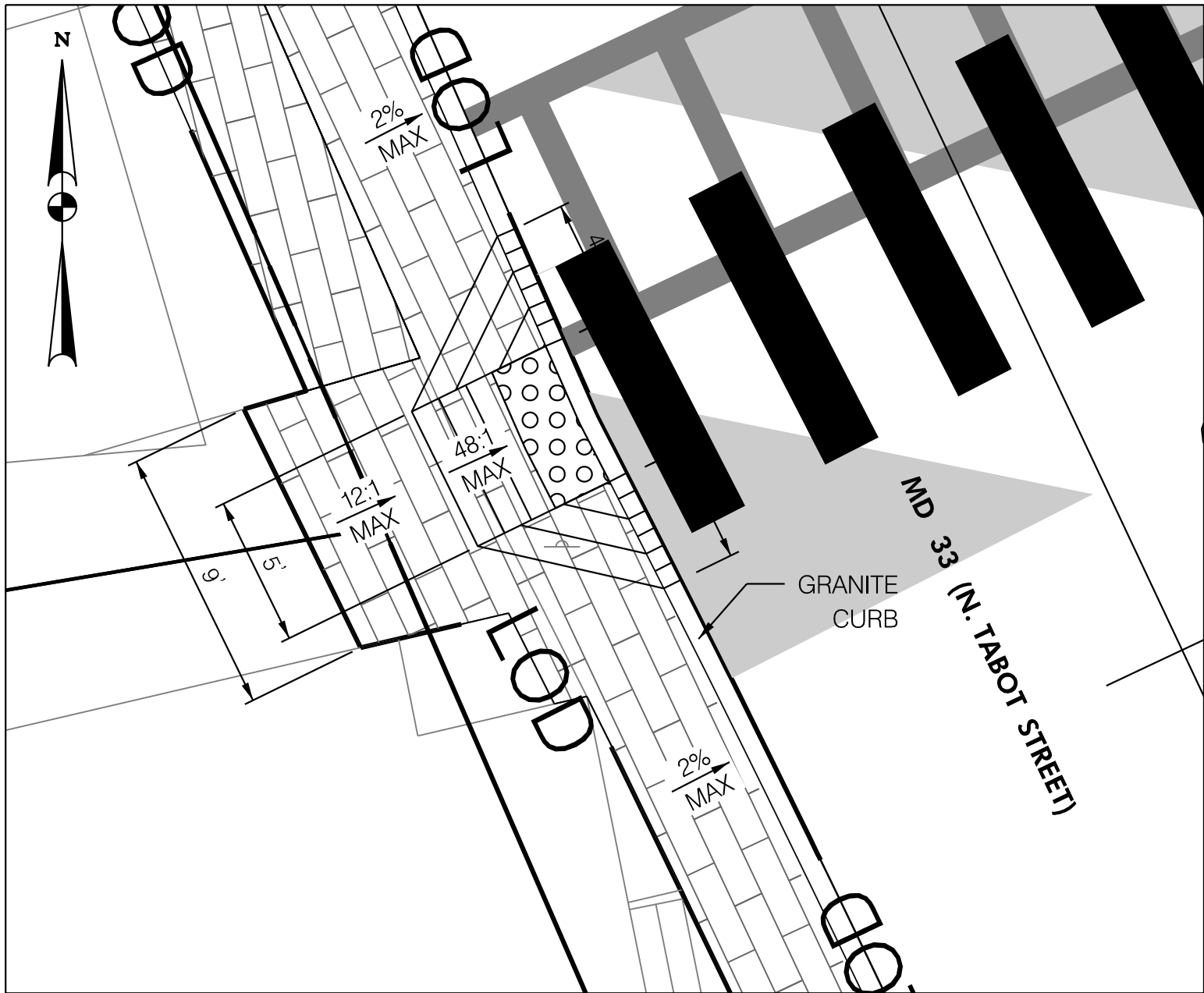


PAVEMENT LEGEND		R / W PLAT NUMBER	REVISIONS	SIDEWALK DETAIL SHEET	
	BRICK SIDEWALK		CONCRETE SIDEWALK	SCALE <u>AS SHOWN</u> DATE <u>MARCH 2020</u> CONTRACT NO. <u>TA2295133</u>	
	STAMPED CONCRETE		CONCRETE DRIVEWAY ENTRANCE	DESIGNED BY <u>AUO</u> COUNTY <u>TALBOT COUNTY</u>	
	SIDEWALK REMOVAL		DRIVEWAY TIE-IN	DRAWN BY <u>PNK</u> LOGMILE <u>12.852 TO 13.983</u>	
	SIDEWALK RAMP		LOD - LIMIT OF DISTURBANCE	CHECKED BY <u>RJM</u> HORIZONTAL SCALE <u>N/A</u>	
	DETECTABLE WARNING SURFACE		CBCA - CHESAPEAKE BAY CRITICAL AREA	MDE/PRD <u>17-PR-0056-04</u> VERTICAL SCALE <u>N/A</u>	
				DRAWING NO. <u>SD-02</u> OF <u>SD-07</u> SHEET NO. <u>6</u> OF <u>26</u>	

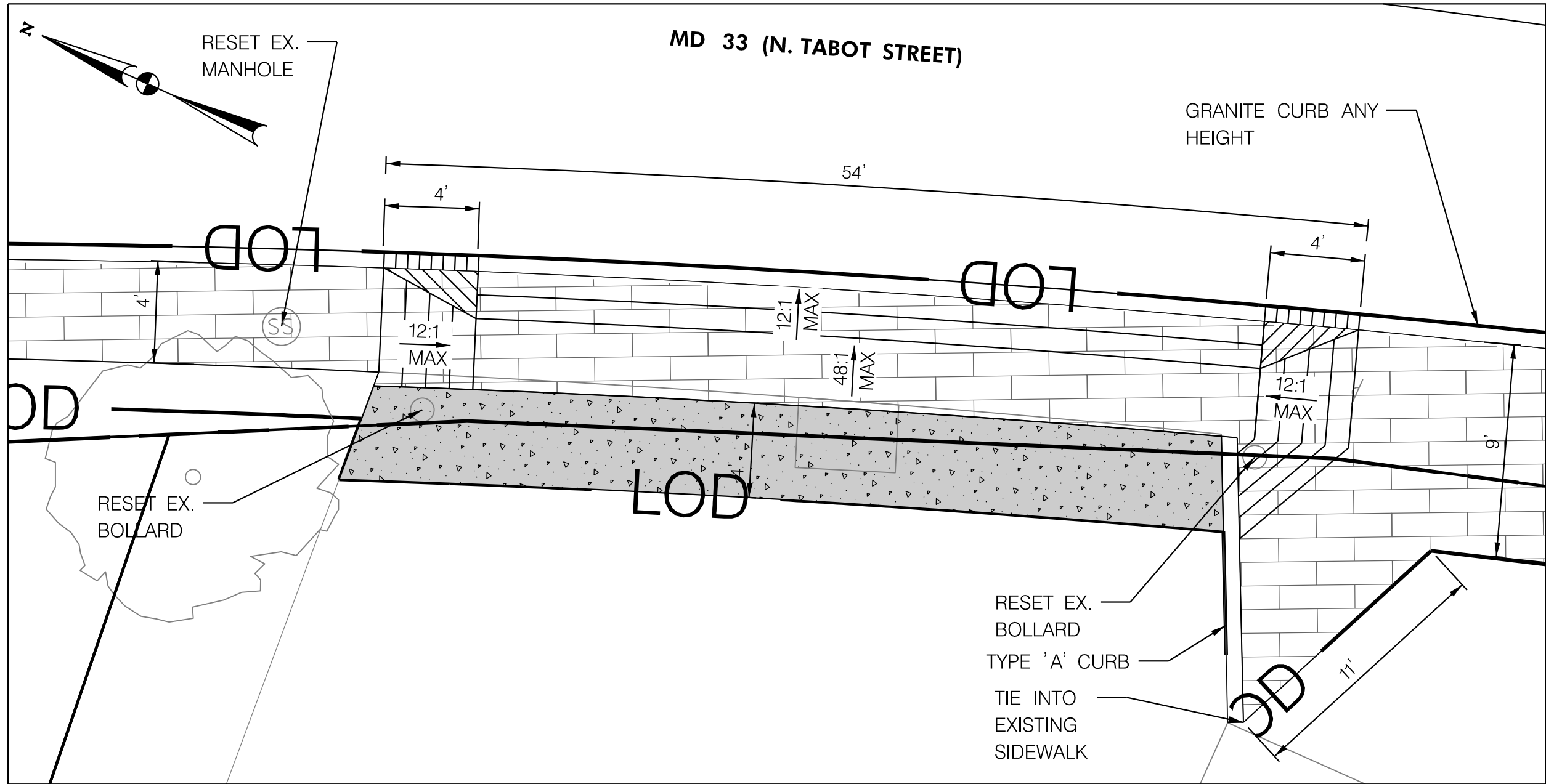




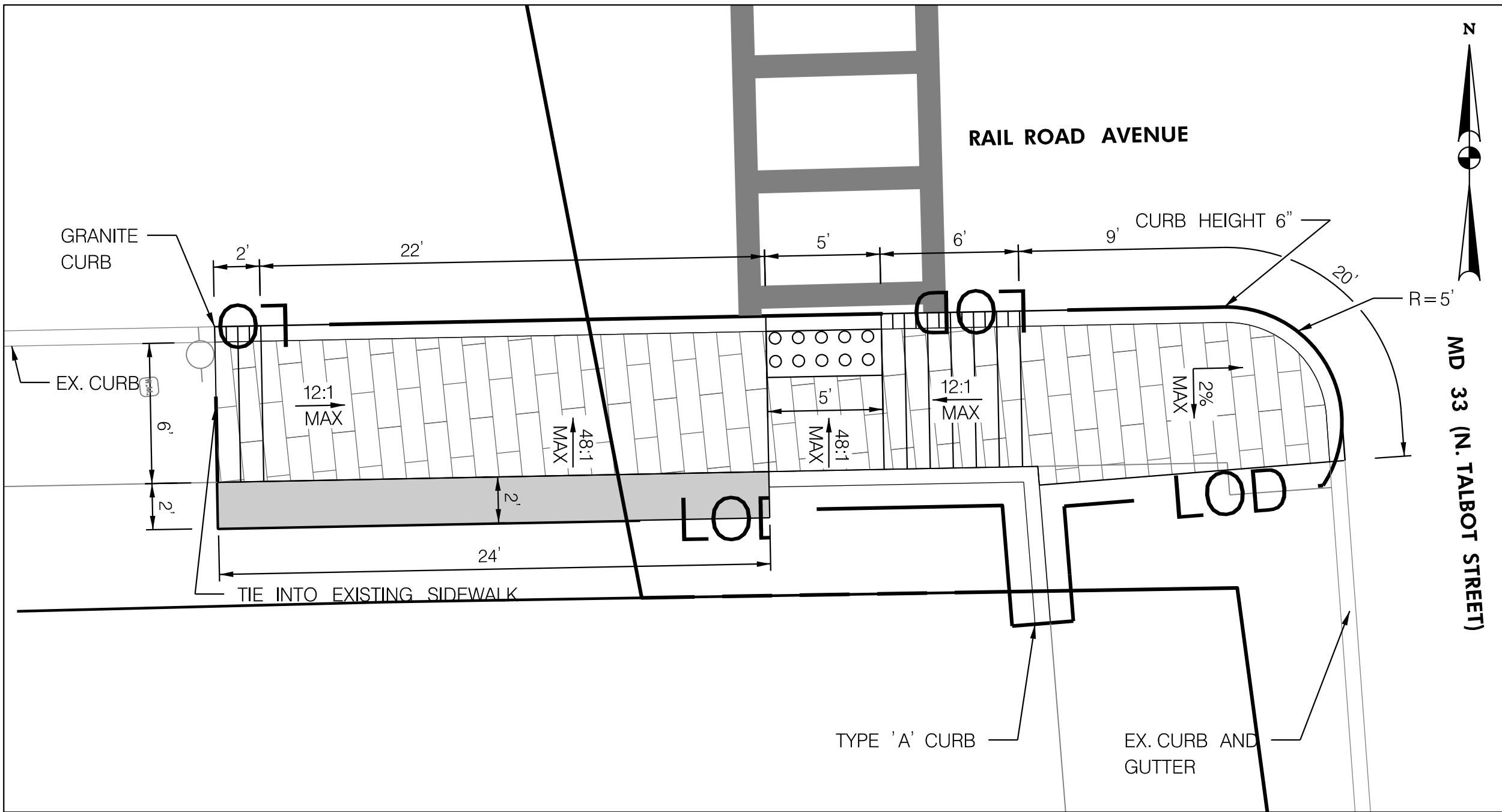
STA 36+68 LT. SIDEWALK RAMP DETAIL  
(ADA WAIVER LOCATION)  
NOT TO SCALE



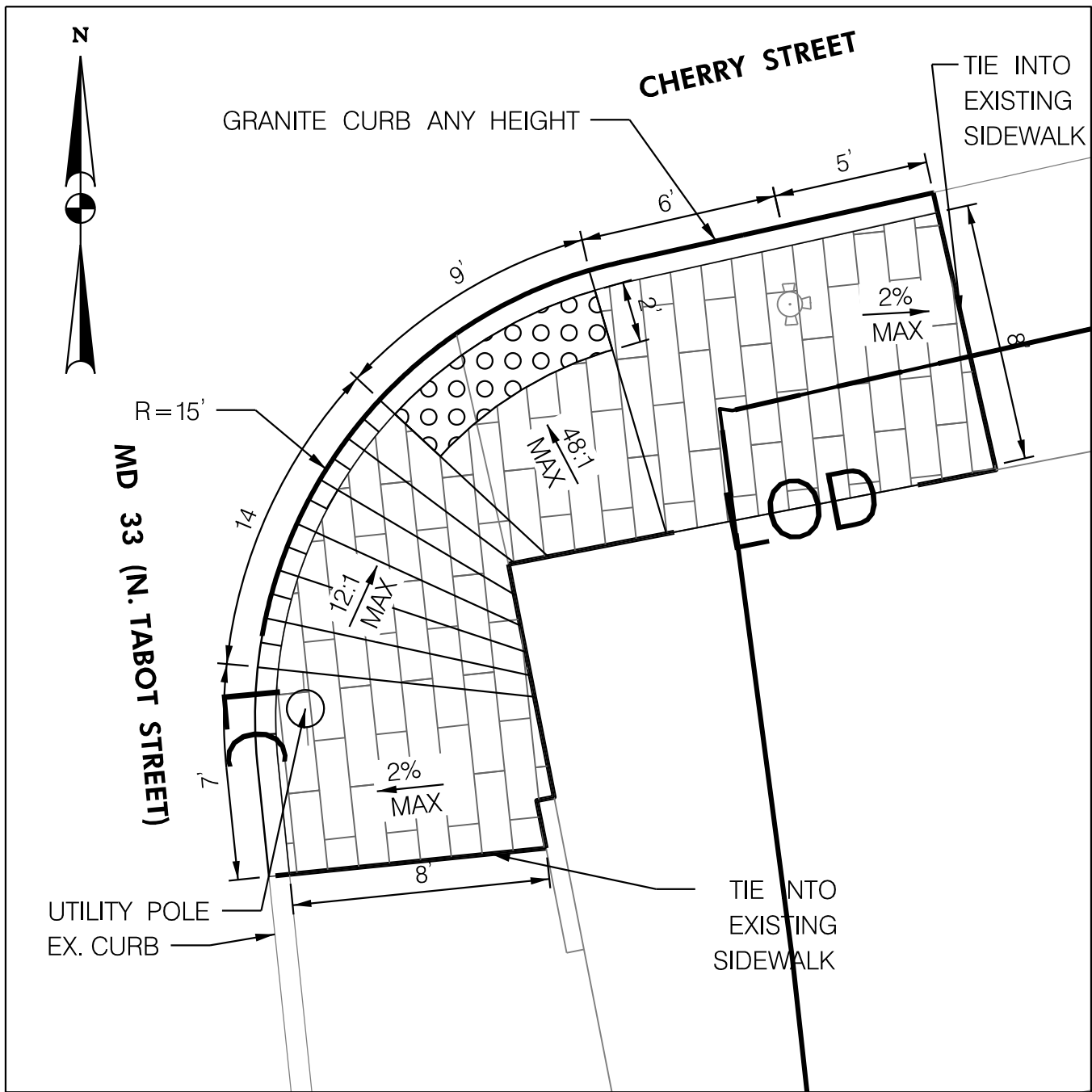
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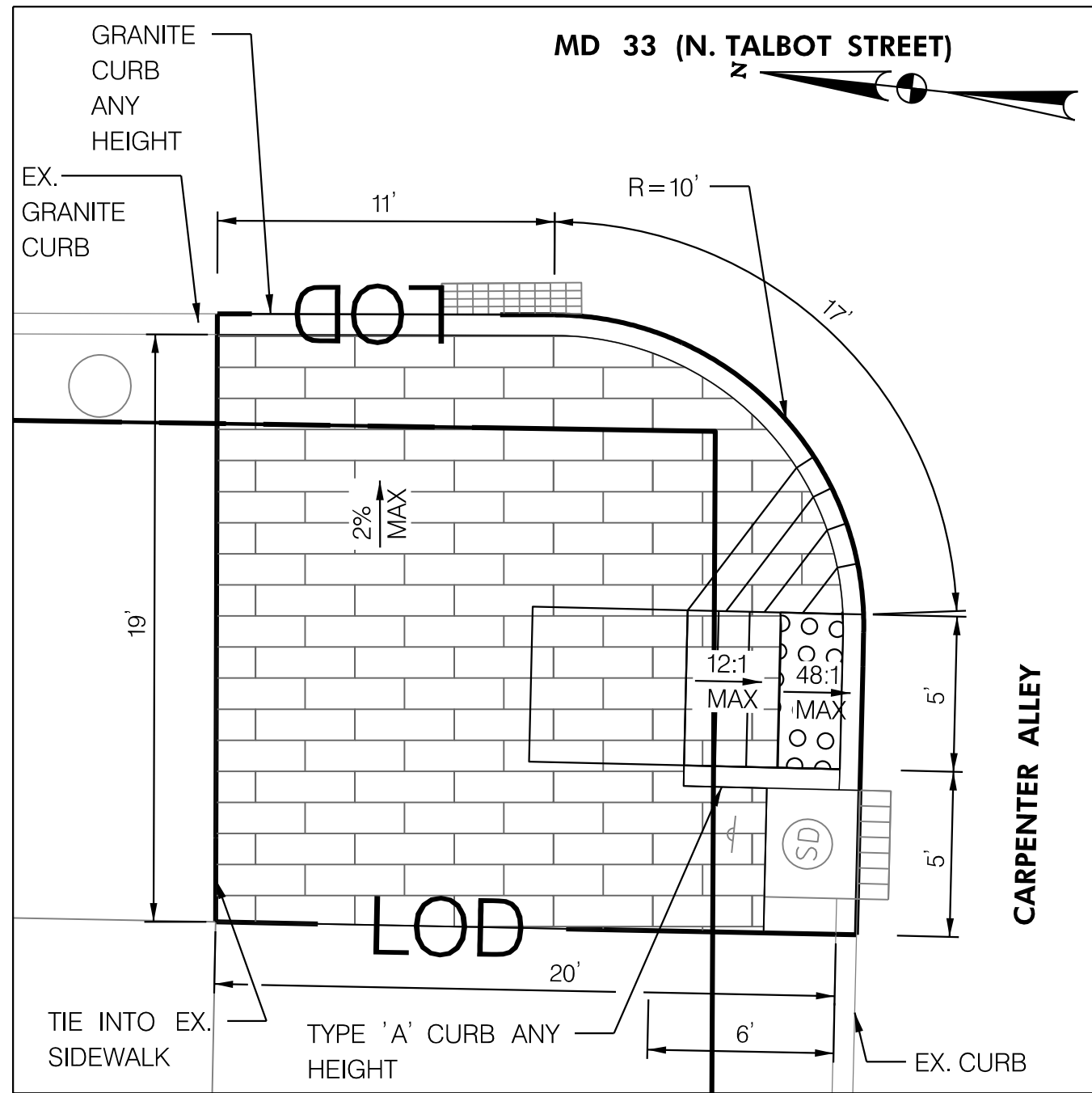
STA 37+33 RT. DRIVEWAY RAMP DETAIL  
NOT TO SCALE



STA 38+56 RT. DRIVEWAY DETAIL  
NOT TO SCALE



STA 38+77 LT. SIDEWALK RAMP DETAIL  
NOT TO SCALE

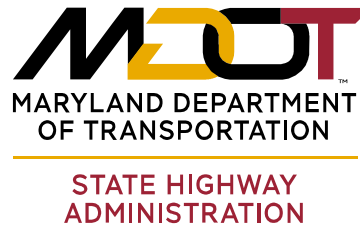


STA 41+38 RT. SIDEWALK RAMP DETAIL  
NOT TO SCALE

NOTE TO CONTRACTOR:

- ALL DISTURBED AREAS SHALL BE TEMPORARILY STABILIZED AT THE END OF EACH WORK DAY WITH TYPE 'E' SOIL STABILIZATION MATTING IN PERVIOUS AREAS OR GRADED AGGREGATE BASE COURSE IN IMPERVIOUS AREAS.
- NO DISTURBED AREA SHALL BE LEFT UNSTABILIZED OVERNIGHT UNLESS THE RUNOFF IS DIRECTED TO AN MDE APPROVED SEDIMENT CONTROL DEVICE.
- SEE GENERAL NOTES ON SHEET DE-01 FOR ADDITIONAL CONSTRUCTION NOTES FOR CURB RAMPS, SIDEWALKS, AND MEDIANS.
- ALL TRANSITION SIDEWALK PANELS MUST BE CONSTRUCTED 5' MINIMUM OR TO THE NEXT EXISTING JOINT OR AS DIRECTED BY THE ENGINEER.

PAVEMENT LEGEND		R / W PLAT NUMBER	REVISIONS
	BRICK SIDEWALK		CONCRETE SIDEWALK
	STAMPED CONCRETE		CONCRETE DRIVEWAY ENTRANCE
	SIDEWALK REMOVAL		DRIVEWAY TIE-IN
	SIDEWALK RAMP		LOD - LIMIT OF DISTURBANCE
	DETECTABLE WARNING SURFACE		CBCA - CHESAPEAKE BAY CRITICAL AREA



INNOVATIVE CONTRACTING DIVISION

REPLACEMENT AND REPAIR OF  
SIDEWALKS IN DISTRICT 2 AREA WIDE

MD 33 (TALBOT STREET) 200' NORTH  
OF LEE STREET TO  
150' SOUTH OF SPENCER DRIVE

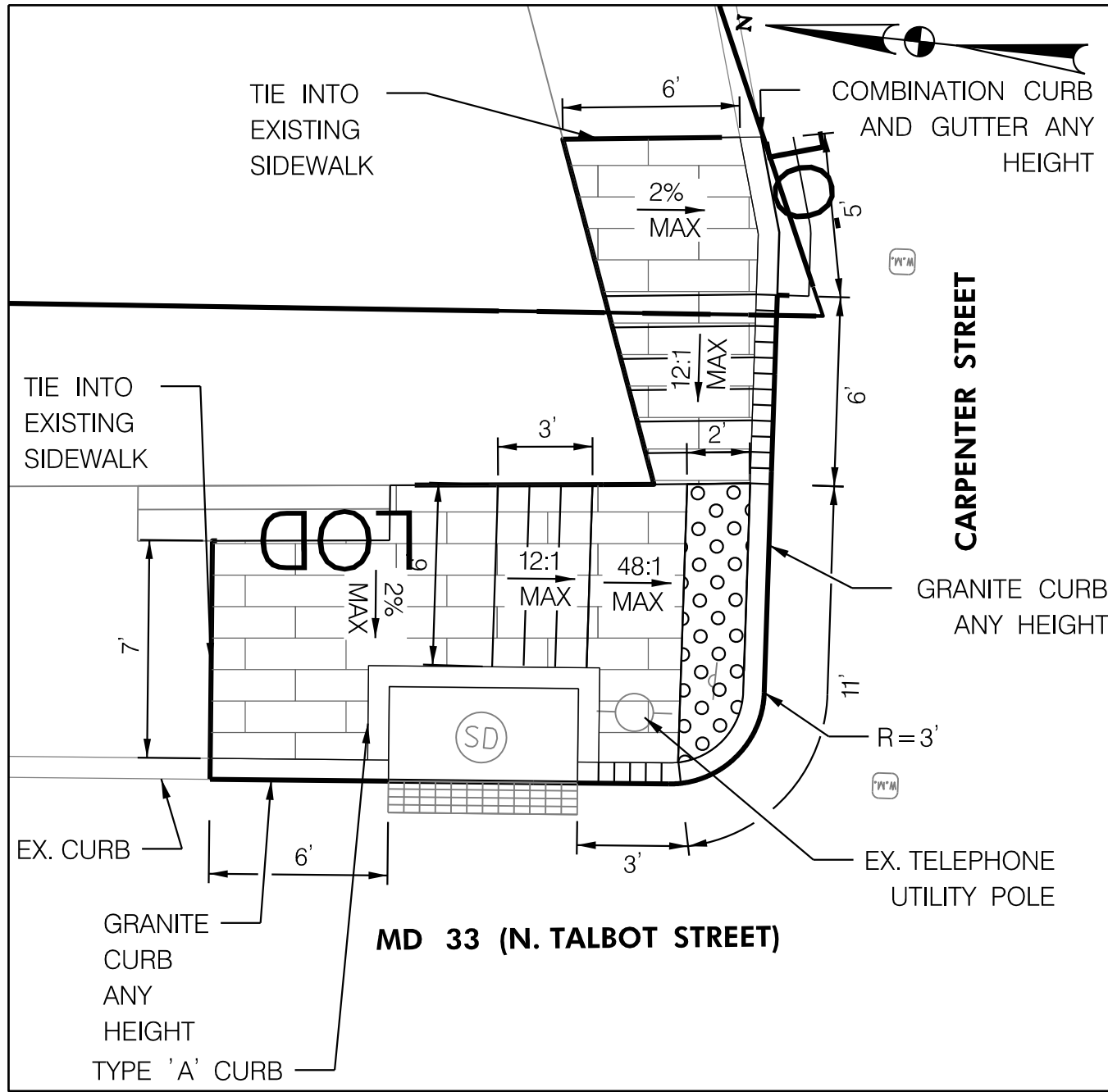
SIDEWALK DETAIL SHEET

SCALE AS SHOWN DATE: MARCH 2020 CONTRACT NO. TA2295133

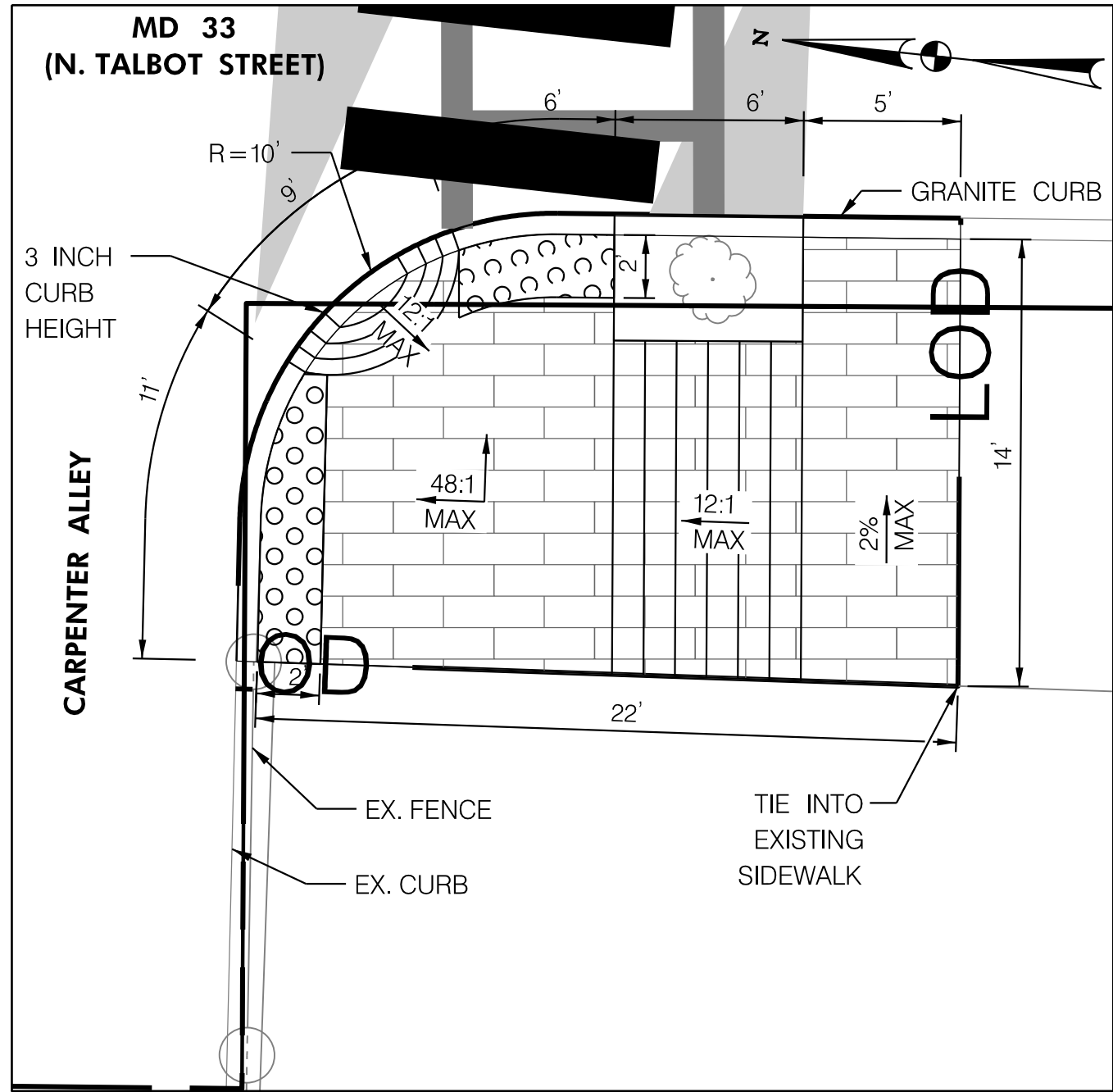
DESIGNED BY AUJ COUNTY TALBOT COUNTY  
DRAWN BY PNK LOGMILE 12.852 TO 13.983  
CHECKED BY RJM HORIZONTAL SCALE N/A  
MDE/PRD 17-PR-0056-04 VERTICAL SCALE N/A

DRAWING NO. SD-03 OF SD-07 SHEET NO. 7 OF 26

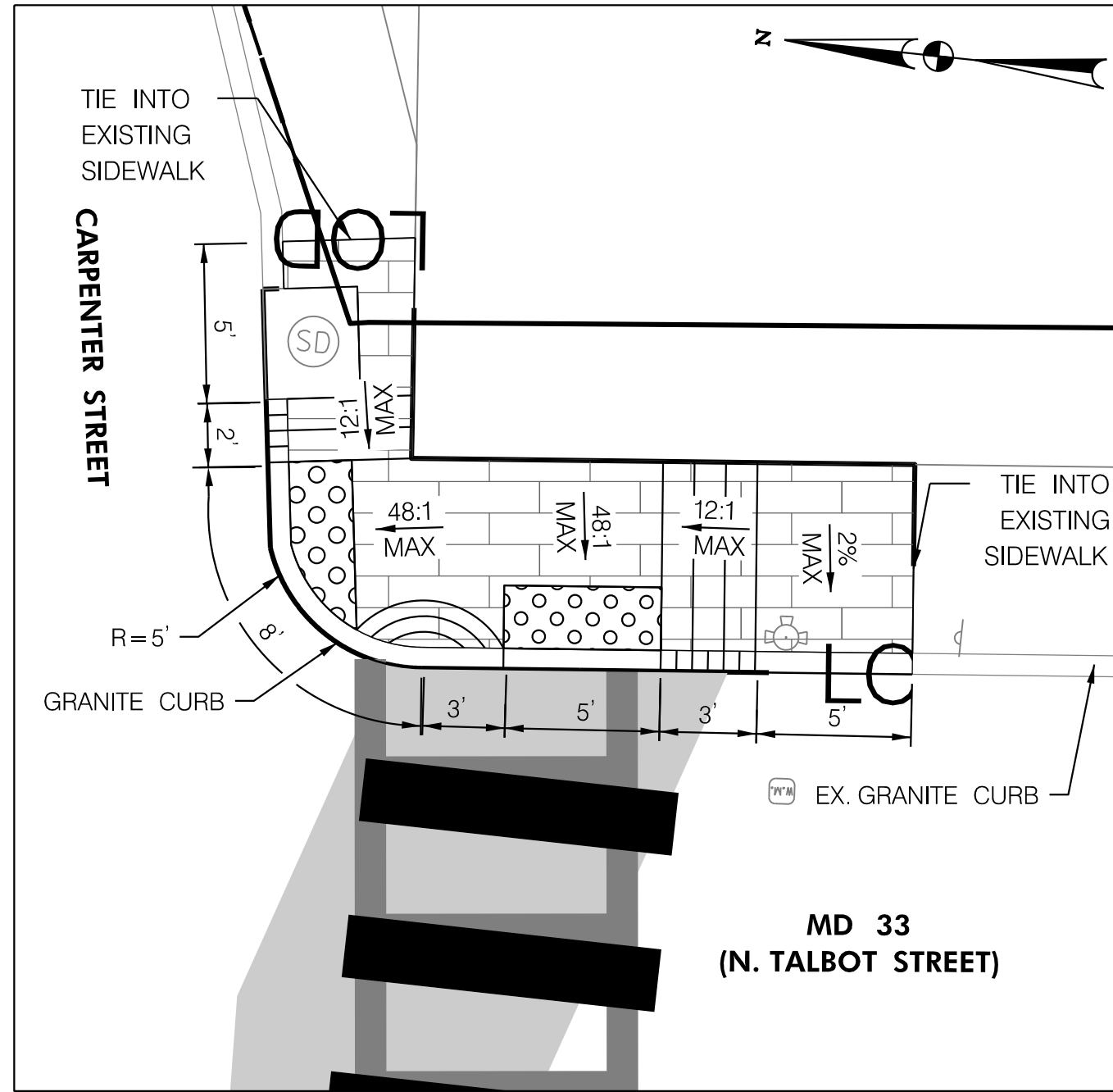




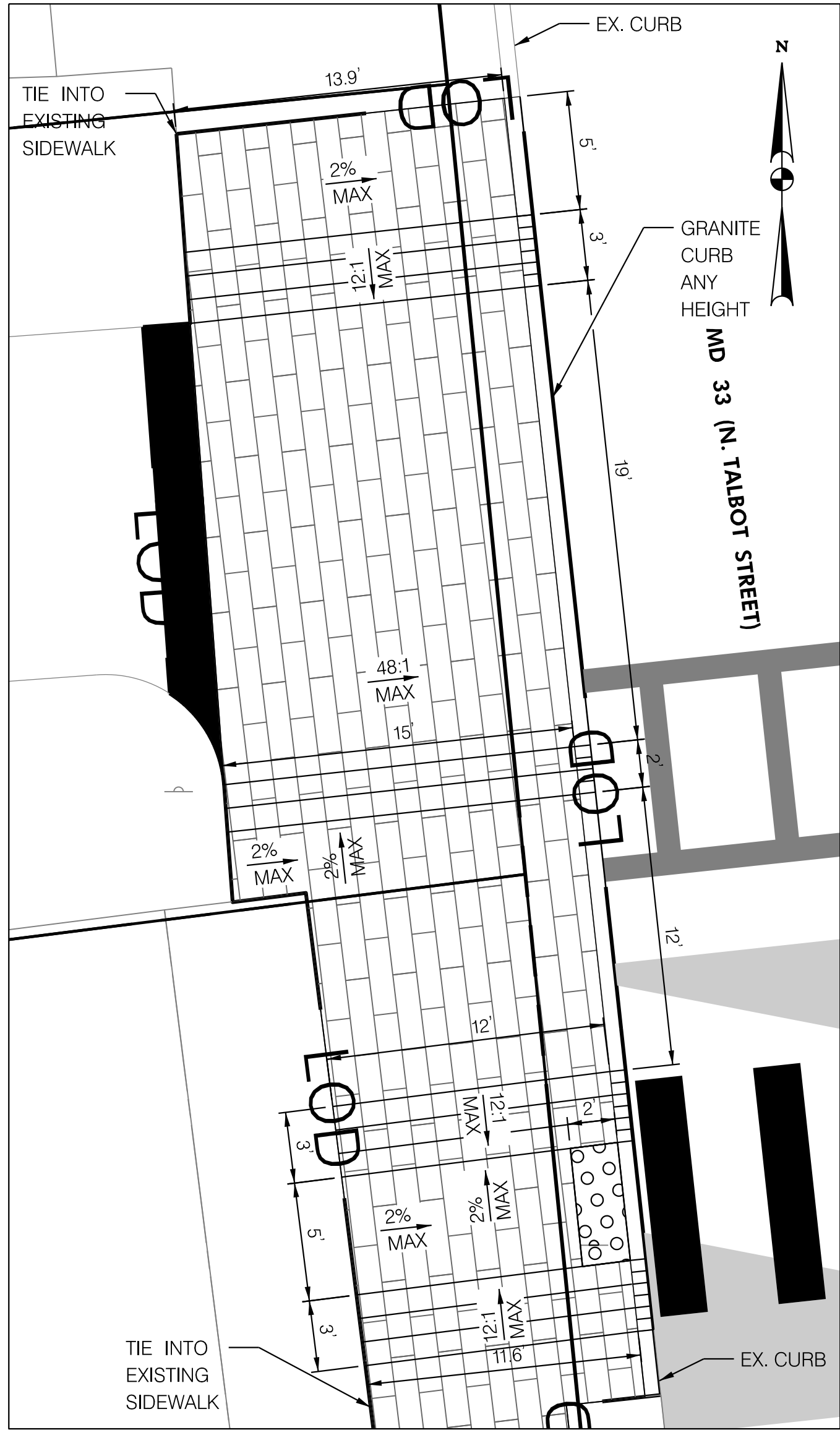
STA 41+40 LT. SIDEWALK RAMP DETAIL  
(ADA WAIVER LOCATION)  
NOT TO SCALE



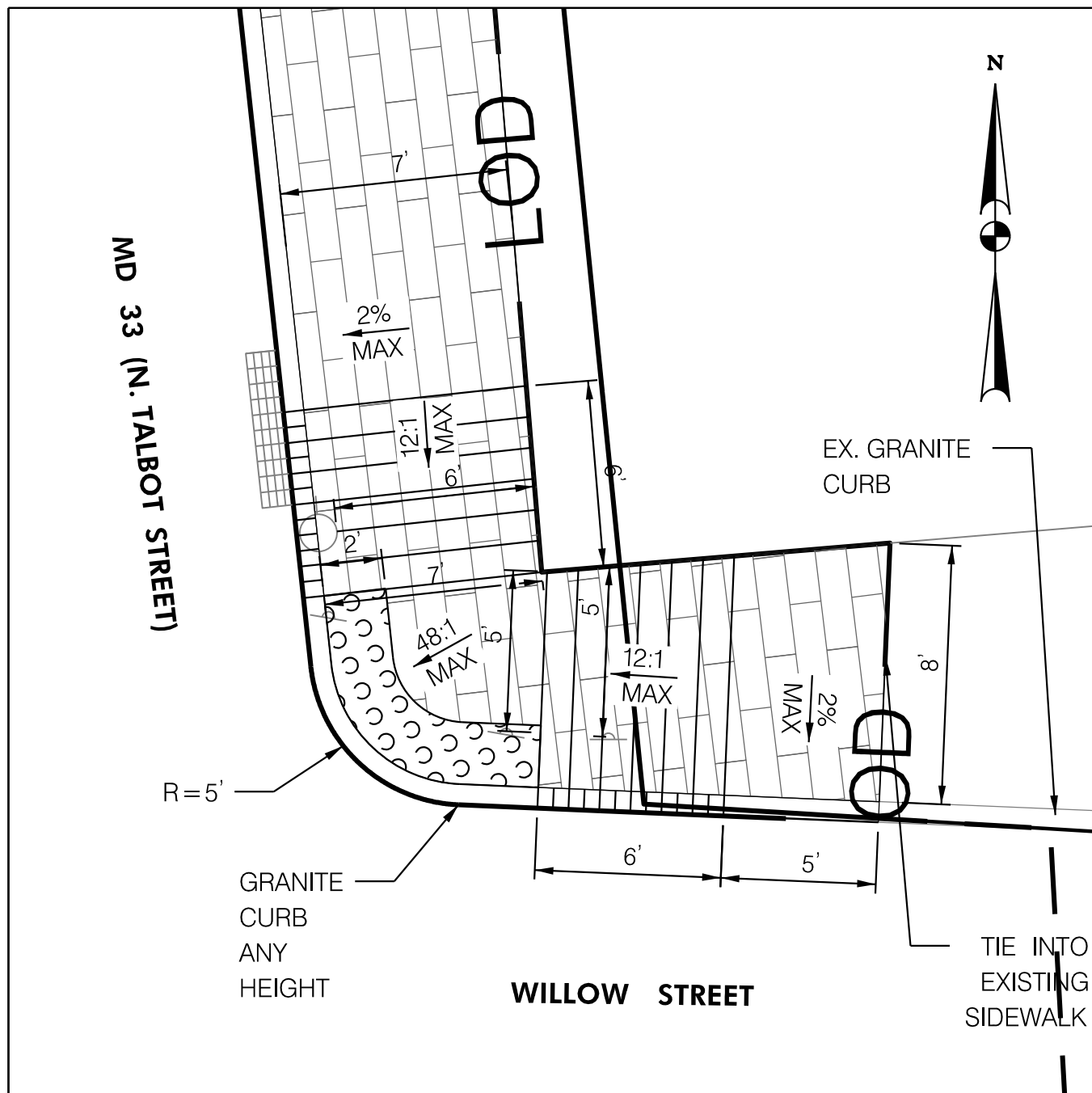
STA 41+67 RT. SIDEWALK RAMP DETAIL  
NOT TO SCALE



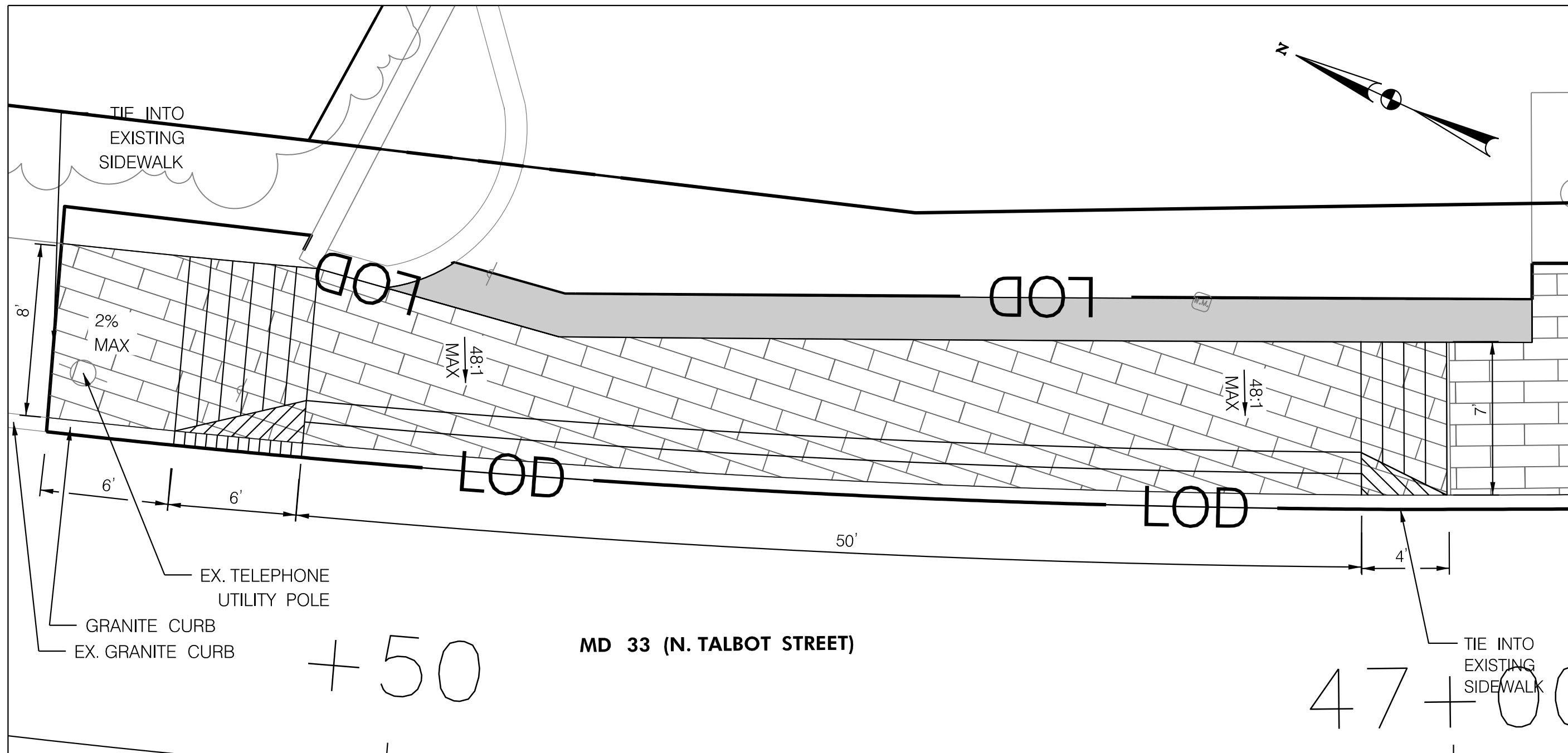
STA 41+75 LT. SIDEWALK RAMP DETAIL  
NOT TO SCALE



STA 43+35 RT. DRIVEWAY AND RAMP DETAIL  
NOT TO SCALE



STA 44+25 LT. SIDEWALK RAMP DETAIL  
NOT TO SCALE



STA 46+75 LT. SIDEWALK RAMP DETAIL  
NOT TO SCALE

NOTE TO CONTRACTOR:

1. ALL DISTURBED AREAS SHALL BE TEMPORARILY STABILIZED AT THE END OF EACH WORK DAY WITH TYPE 'E' SOIL STABILIZATION MATTING IN PERVIOUS AREAS OR GRADED AGGREGATE BASE COURSE IN IMPERVIOUS AREAS.
2. NO DISTURBED AREA SHALL BE LEFT UNSTABILIZED OVERNIGHT UNLESS THE RUNOFF IS DIRECTED TO AN MDE APPROVED SEDIMENT CONTROL DEVICE.
3. SEE GENERAL NOTES ON SHEET DE-01 FOR ADDITIONAL CONSTRUCTION NOTES FOR CURB RAMPS, SIDEWALKS, AND MEDIANS.
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	STAMPED CONCRETE		CONCRETE DRIVEWAY ENTRANCE
	SIDEWALK REMOVAL		DRIVEWAY TIE-IN
	SIDEWALK RAMP		LOD - LIMIT OF DISTURBANCE
	DETECTABLE WARNING SURFACE		CBCA - CHESAPEAKE BAY CRITICAL AREA



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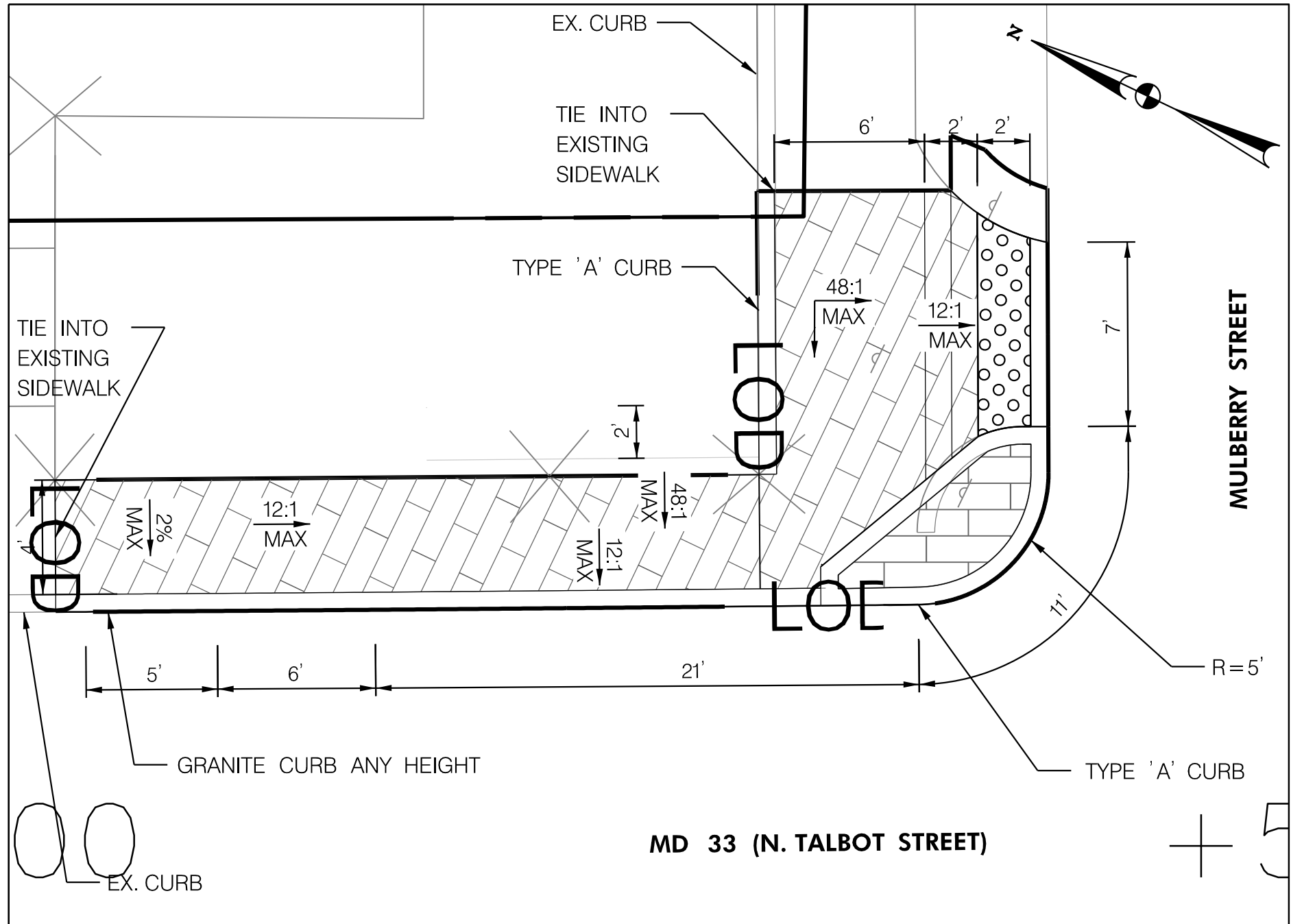
SIDEWALK DETAIL SHEET

SCALE AS SHOWN DATE: MARCH 2020 CONTRACT NO. TA2295133

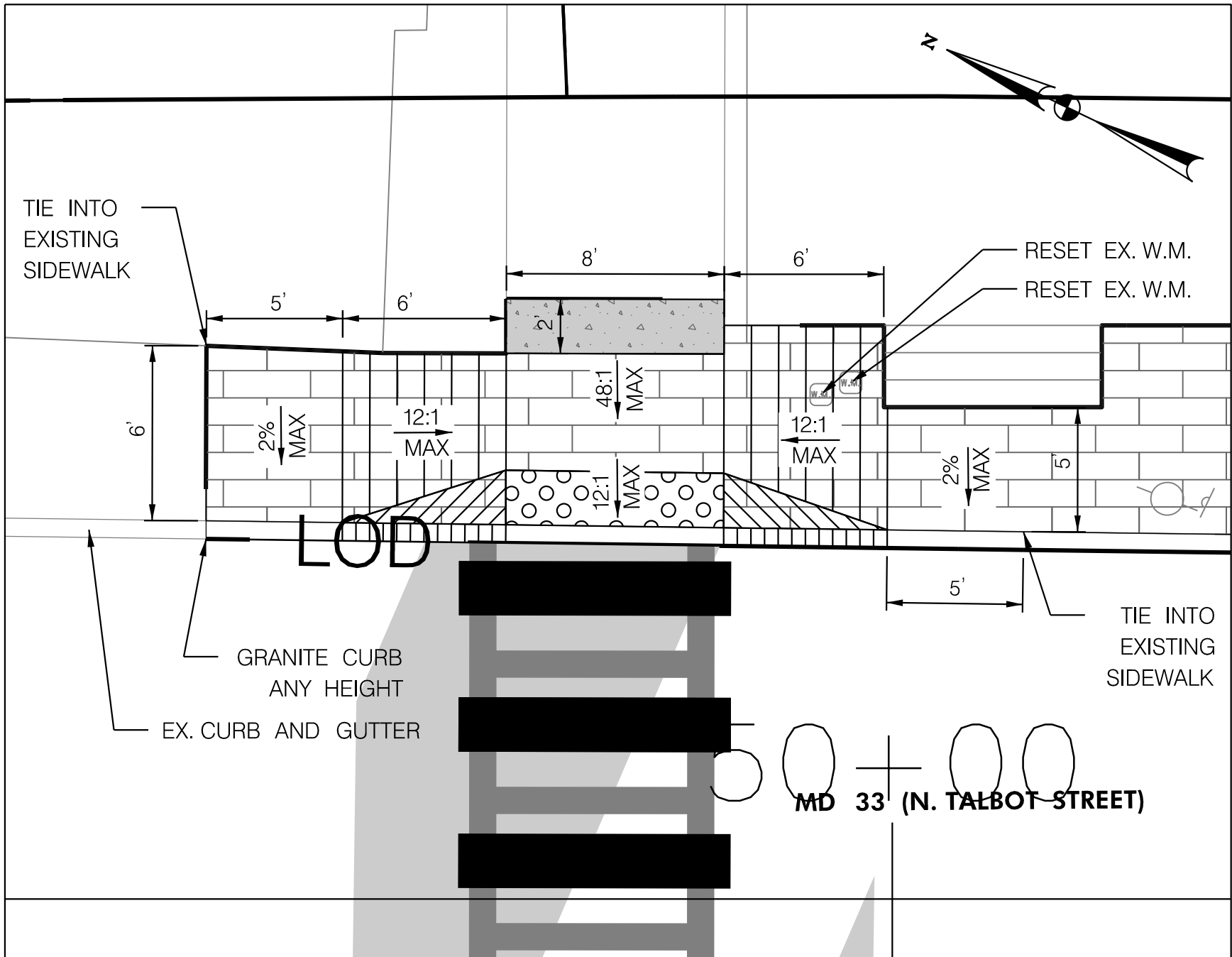
DESIGNED BY AUO COUNTY TALBOT COUNTY  
DRAWN BY PNK LOGMILE 12.852 TO 13.983  
CHECKED BY RJM HORIZONTAL SCALE N/A  
MDE/PRD 17-PR-0056-04 VERTICAL SCALE N/A

DRAWING NO. SD-04 OF SD-07 SHEET NO. 8 OF 26

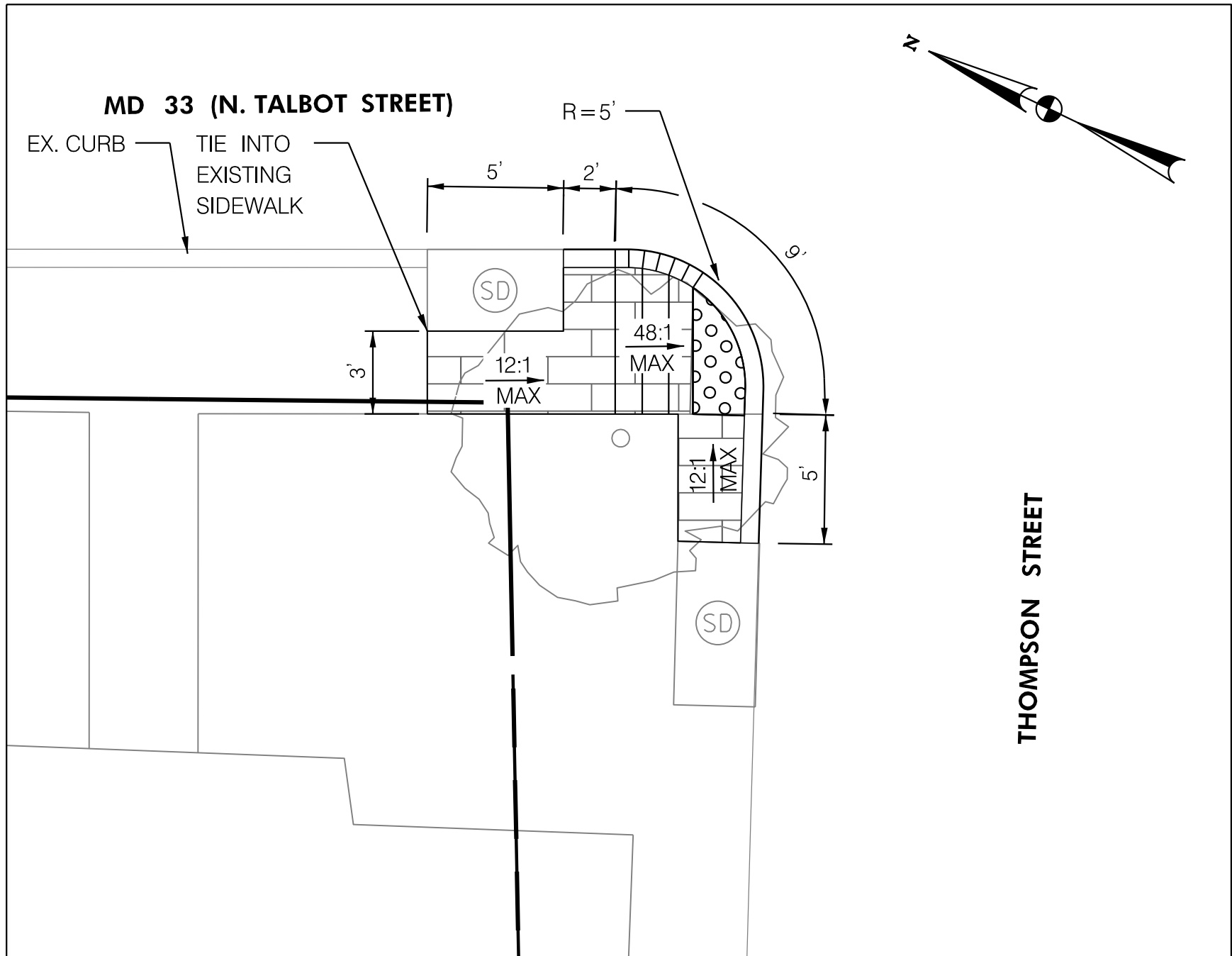




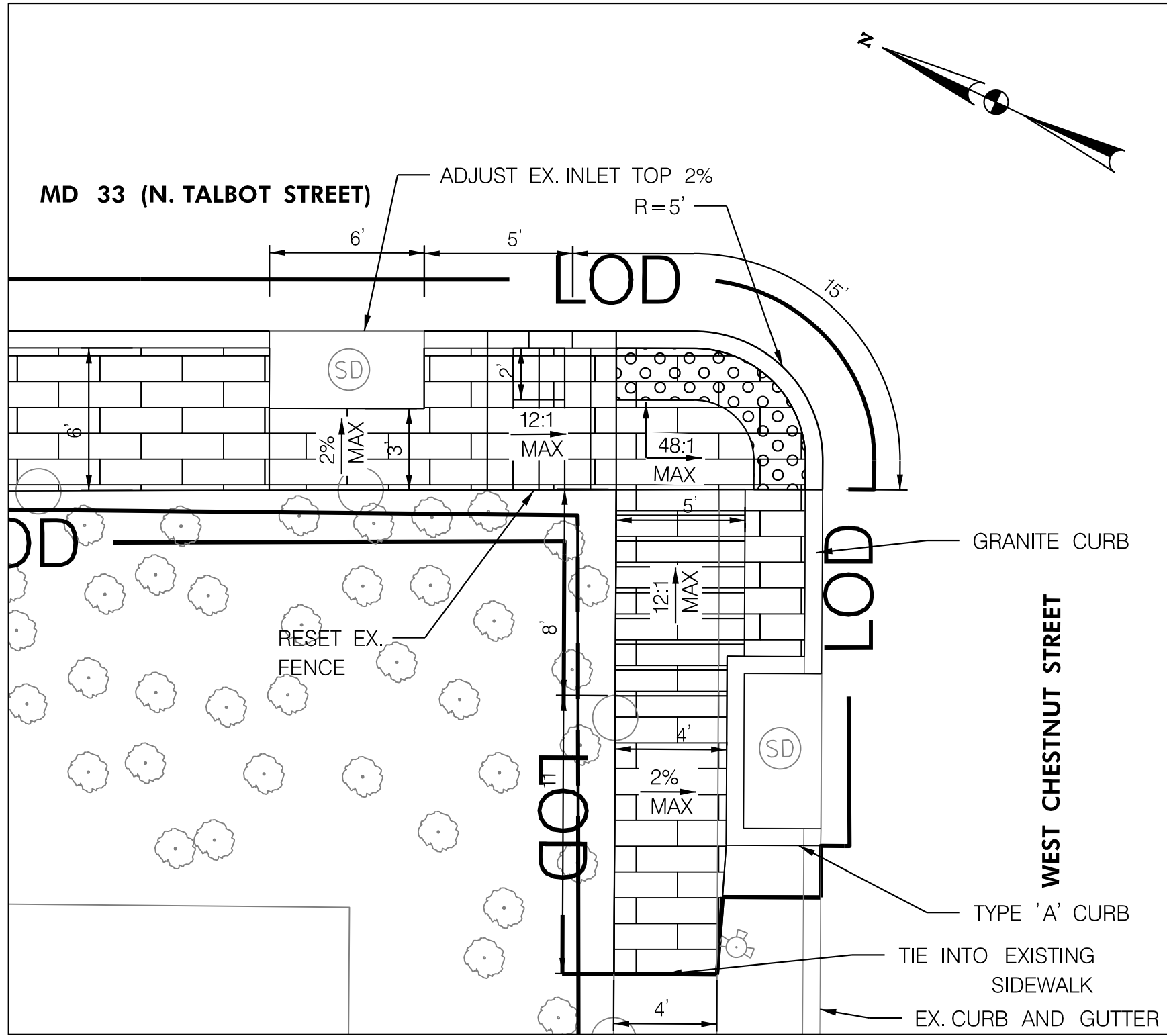
STA 48+06 LT. DRIVEWAY AND SIDEWALK RAMP DETAIL  
NOT TO SCALE



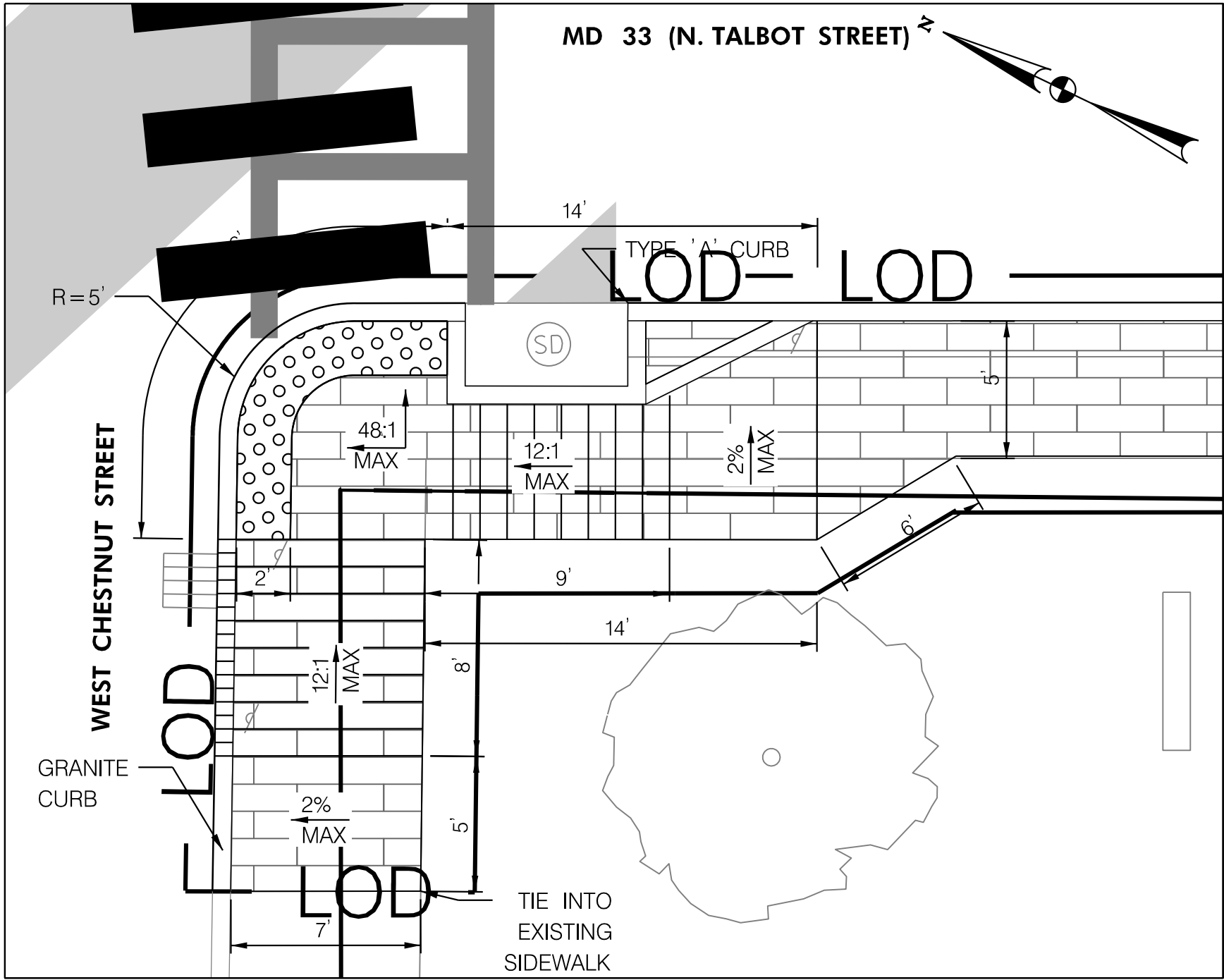
STA 49+74 LT. SIDEWALK RAMP DETAIL  
NOT TO SCALE



STA 52+28 RT. SIDEWALK RAMP DETAIL (ADA WAIVER LOCATION)  
NOT TO SCALE



STA 53+71 RT. SIDEWALK RAMP DETAIL (ADA WAIVER LOCATION)  
NOT TO SCALE



STA 54+28 RT. SIDEWALK RAMP DETAIL  
NOT TO SCALE

NOTE TO CONTRACTOR:

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SIDEWALK REMOVAL	DRIVEWAY TIE-IN		
SIDEWALK RAMP	• LOD • LIMIT OF DISTURBANCE		
DETECTABLE WARNING SURFACE	• CBCA • CHESAPEAKE BAY CRITICAL AREA		



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SIDEWALK DETAIL SHEET

SCALE AS SHOWN DATE MARCH 2020 CONTRACT NO. TA2295133

DESIGNED BY AUO COUNTY TALBOT COUNTY  
DRAWN BY PNK LOGMILE 12.852 TO 13.983  
CHECKED BY RJM HORIZONTAL SCALE N/A  
MDE/PRD 17-PR-0056-04 VERTICAL SCALE N/A

DRAWING NO. SD-05 OF SD-07 SHEET NO. 9 OF 26